

THESE
PLANS of HARBOURS, BAYS and ROADS
IN ST GEORGE'S CHANNEL,
SURVEYED

BY THE
Encouragement of the LORDS COMMISSIONERS
For Executing the OFFICE of
LORD HIGH ADMIRAL of *Great Britain, Ireland, &c.*

And Published by their Permission; are, with the greatest Submission, presented
to their LORDSHIPS,

*By their most Humble
and most Obedient Servant,*

LEWIS MORRIS.

To the R E A D E R.

AS this Performance may be esteemed the only one of the Kind hitherto made public in *England*, it may not be improper to give some Account of the Rise, Progress, and Nature of the Undertaking.

THE melancholy Accounts of Shipwrecks, and Losses, so frequent on the Coast of *Wales* (chiefly occasioned, undoubtedly, by the very slender Knowledge had, and most imperfect Description hitherto given, of those Parts) made it necessary for the Board of ADMIRALTY to take the same into Consideration, and determine, that an actual Survey of that Coast should be made: And in the Year 1737. they were pleased to order me upon that Service; which was begun at *Orme's-head* in *North Wales*, near *Chester-Bar*.

THE Work of one Year being produced, Orders were given me to proceed; but not being then sufficiently accommodated with proper and necessary Materials to go on, the Survey was delay'd till the Year 1742: When their LORDSHIPS allowed me a Vessel well equip'd; by which Means, with great Care and Exactness, I carried on the Survey to the Entrance of *Bristol Channel*: But in the Year 1744. the War with *France* coming on, the Business was postpon'd, and I have since finish'd my Plans, and delivered my Survey into the ADMIRALTY.

THE Draughts of Harbours, &c. now engraved, and exhibited in this Treatise, were drawn up in a small Volume, for my own private Use; which Method I found necessary, to refresh my Memory in Case of Storms, or other sudden Disasters, when on my Survey: But happening to shew them to the LORDS of the ADMIRALTY, they were pleased to approve of them, and that they should be now made public for the Benefit of Navigators; together with some Hints that were drawn up by me concerning the Improvements that might be made in those Harbours: it being not thought proper to publish the Survey of the Coast at Large, until it is carried on to the Land's End, to compleat that of *Bristol Channel*.

THOUGH it would be needless even to mention to Seafaring-men, the Distinction that ought to be made in Sea-Charts: Yet, as this Performance may not only fall into the Hands of able and knowing Seamen, but also into those of Landmen and raw Sailors; it will not be amiss to take Notice here, that there are *three* sorts of Sea-Charts, distinguished as follows.

THE *first* is a *general* Chart of the Coast of a certain Part of the Earth, Country or Channel; which being done by a small Scale, in order to bring it into one Sheet, for common Use, can shew only the Bearings and Distances of Ports and Places; their Latitudes and Longitudes, a few Soundings, the Variation of the Compass, Trade-Winds, and such general Points.

THIS Kind of Chart, from the necessary Smallness of its Scale, can take in no *particular* Description of Banks, Sands, Rocks, or Dangers; nor of but few Roads, and no Harbours.

OF this Kind is a Chart of the *South-Sea*, *West-Indies*, *Baltic*, *English Channel*, &c. And also that Chart of *St George's Channel*, which the LORDS of the ADMIRALTY, (since this Volume was propos'd) ordered me to publish from my Survey.

THE *second* Sort of Sea-Charts, are Draughts of the Coast of a *particular* Country ; as of all or some Part of the Coast of *Great Britain*, of the Coast of *France*, &c. Where the Coast, in each particular Draught, is laid down by a large Scale from Harbour to Harbour ; and therein should be described and set down, all Banks, Sholes, Rocks, Overfalls, Settings of Tides, particular Soundings, (which cannot possibly be brought into a general Chart) rising of Tides, Counter-tides, Times of flowing and running of the Tides, as also Prospects or Views of the Coast, and of particular Rocks and Islands ; Perches, Buoys, Lighthouses, Landmarks : Directions to Sail into Roads and Harbours ; as well as Tide Tables, which ought to be calculated from Observations of the Tides themselves, and not from meer Theory, as is usually done.

THESE Charts, together with the Directions belonging to them, make up very large and unwieldy Folios, by no means convenient to be made Use of upon every little Occasion : of this Kind are those Books called *Coasting Pilots* ; as is also that Survey before mentioned, now lying at the ADMIRALTY, which I had the Honour to execute.

THE *third* Sort of Sea Draughts are those of Harbours, Bays, and Roads ; which ought still to be more minutely describ'd than the general Coast of a Country ; and a small portable Volume of such Plans of Harbours, is not only Convenient but absolutely Necessary ; the Usefulness of them being well known to those who have sail'd up the Straits of *Gibraltar* : For, the King of *France*, some Years ago, ordered Plans and Draughts of this Kind to be made of the chief Bays and Roads in the *Mediterranean*, (executed by the Sieurs *Michelot* and *Bremond*) a Work universally approved of, on Account of its Method and Portableness.

OF this third Kind of Draughts is this small Book now before you ; and those who have made Use of the above mentioned *French* Plans, will be proper Judges, whether *ours* in any respect fall short of their designed End.

IT is to be observed, that the Plans and Draughts in this Volume, are of those Harbours only, that are at this Time esteem'd to be the most considerable, useful, and wanted to be describ'd ; or most necessary for our Trade and Navigation on this Coast : But there are many other Roads, Harbours and Creeks, within the Limits of my Survey, all done with the same Exactness with these Plans, and which may possibly be made public hereafter.

Such are the following :

IN *Anglesey* ; *Fryers-Road*, *Freshwater-Road*, *Bullbay*, *Millbay*, and *Bulkeley's-bay*, Roads, and *Beaumarès* Harbour ; with many others in the Straits of *Menai*, that divides *Anglesey* from the Main, and which is but one continued Harbour, where Thousands of Vessels may lie secure ; also *Kemaes*, *Beddmanach* and *Cymmyrran* Harbours, or Creeks.

IN *Caernarvonshire* ; *Llanbaiarn Road*, *Cafn-Enlli* and *Gest* Harbours.

IN *Merionethshire* ; *Mochres* and *Aberdysni* Harbours.

IN *Cardiganshire* ; *Pygan*, *Cribach Roads* ; and *y Borth*, *Newkey*, *Aberaeron*, *Llangranog*, *Aberystwith* Harbours, or Creeks.

IN *Pembrokeshire* ; *Strumble-head Road*, and *Knowlton*, *St Brides Haven*, *Stackpool Haven*, Creeks.

MANY of which Places are now useful to Navigation, and the rest might be made so by Repairs and Improvements.

I CANNOT avoid observing in this Place, that the *English* Draughts of the Coast of *Britain* and *Ireland*, which are now in the Hands of Sailors, and pass for new correct Charts, (I mean those of them that have come within the Compass of my

my Observation,) are evidently no other than very imperfect Eye Draughts, or else very corrupt Copies of antient Surveys; and which are upon no Account to be depended upon.

I AM far from Censuring the Performances of others; but, as an Opportunity was given me, in the Service of the Government, of Examining by an actual Survey some Places which are said to have been formerly done, I take it to be Part of my Duty to make public a Matter, which is of such great Consequence to the Nation.

THE Exactness necessary in Operations of this Kind, by Sea and Land, demands extraordinary Care and Application; the many Observations proper for determining justly the Situations and Positions of Places, and what regards the Tides, Soundings, &c. require the utmost Attention, and much Labour and Pains; which ought not, in this Case, to be spared, where the Lives and Properties of so many Persons are concern'd, and where no sham Draughts ought to be admitted of.

IN the SURVEY that I undertook, besides the close Application and hard Labour requisite, I found almost insuperable Difficulties attending so great a Work, and that it required a Resolution not easily intimidated to go through with it; being frequently overtaken by violent Storms, sometimes upon a Leeshore, and at other Times among Banks and Rocks; the Chief of the Business being, *to search carefully for those Dangers, which all others endeavour as carefully to avoid*: And I am firmly of Opinion, that nothing Material hath escaped my Observation, within the Compass of my Survey: And as to that Part of it, that is made public in this Treatise, I have had the Graving and Printing all done under my own Inspection, and I hope no Errors of any Consequence have crept into it.

I DO not doubt but that the Encouragers of this Work will readily excuse my having added to it, the Plans of three Harbours, more than was at first proposed, as also an Account of the *Trade, Manufactures and Natural Productions*, of the several Places on this Coast; which was done purely with a Design, that the Whole might prove of greater Benefit and Advantage to the Country, and to the Public in General.

FROM my Knowledge in the Language and Antiquities of the *Britains*, one Thing, I may venture to assert, is *peculiar* to these Draughts, and perhaps to be found in very few, if in any other; which is, that the Names of Places are set down according to their true Orthography; whereas in other Charts and Maps of this Coast, the Names are generally such, as the Natives and Inhabitants of those Places never heard of; and for the most Part are only the spurious Productions of ignorant Transcribers and careless Engravers.

London, Feb. 2.
1748.

LEWIS MORRIS.

ERRATA. P. 7. col. 2. l. 12. *for too read to.*
P. 8. col. 2. l. 11. *for too read to.*
P. 19. col. 2. l. 16. *after Consonant English, add the V.*

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P. 5 *Mariners*, Mar.
Liverpool, Lerpl.
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13 *London*, Bristol, Dublin, *Land Brist. Dub.*
17 *Sheet Charts of St. George's Chan-* } Cb.
14 *nel*, subscribed for,
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7 *Figures* shew No of Books subscribed for.

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A D D E N D A.

In Page 9. under Title BARMOUTH, after the 12th Line, add,

IN Order to make some Estimate of the Value of the Woollen Manufactory of this County, we must consider the following Heads.

In *Meirionethshire*, there are Eighteen Walking Mills in constant Employ, for dressing a kind of thick white Woollen-Cloth, the principal Manufactory of this County; when thus mill'd, it is convey'd by Land-Carriage, and sold at their only Market, *Salop*; where part of it is dress'd and dyed; from thence it is sent to *London, Bristol, &c.* to supply Foreign Markets, as well as our own.

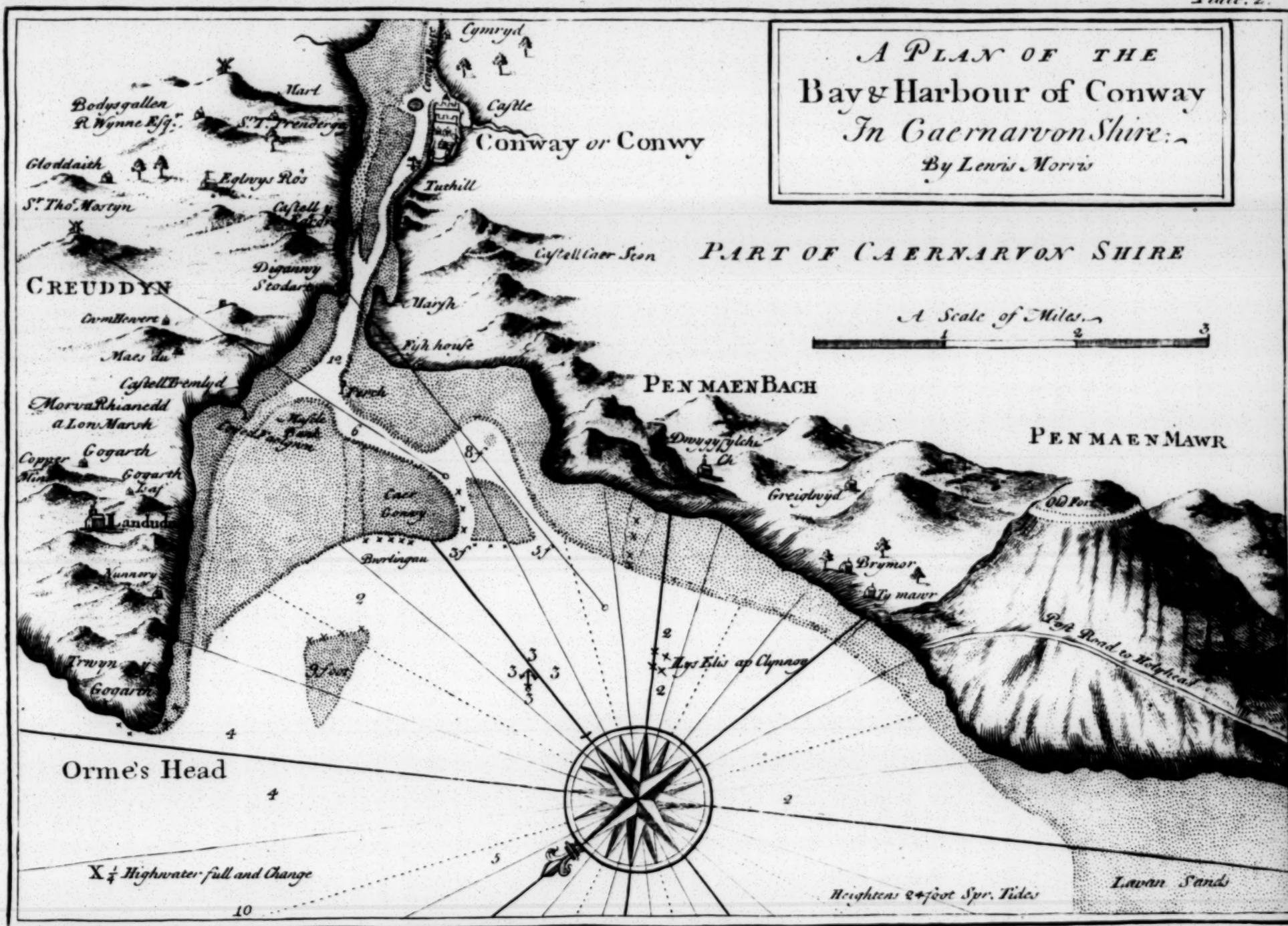
Each of these Eighteen Mills, do, one Week with another, mill, dry and make ready for Sale, four Webbs at least, or whole Pieces of between One Hundred and Twenty, and One Hundred and Eighty Yards Long, and about Thirty-four Inches Wide: But barring the Accidents of Frost in Winter, Scarcity of Water in Summer, lack of Hands in Harvest-Time, and loss of Time

in repairing, each of them would work seven Webbs a Week, with ease.

These Webbs, or whole Pieces, according to the Price now given at *Salop*, amount (as I am inform'd) at a Medium, to about Ten Pounds a piece, which comes to Thirty-seven Thousand Four Hundred and Forty Pounds a Year.

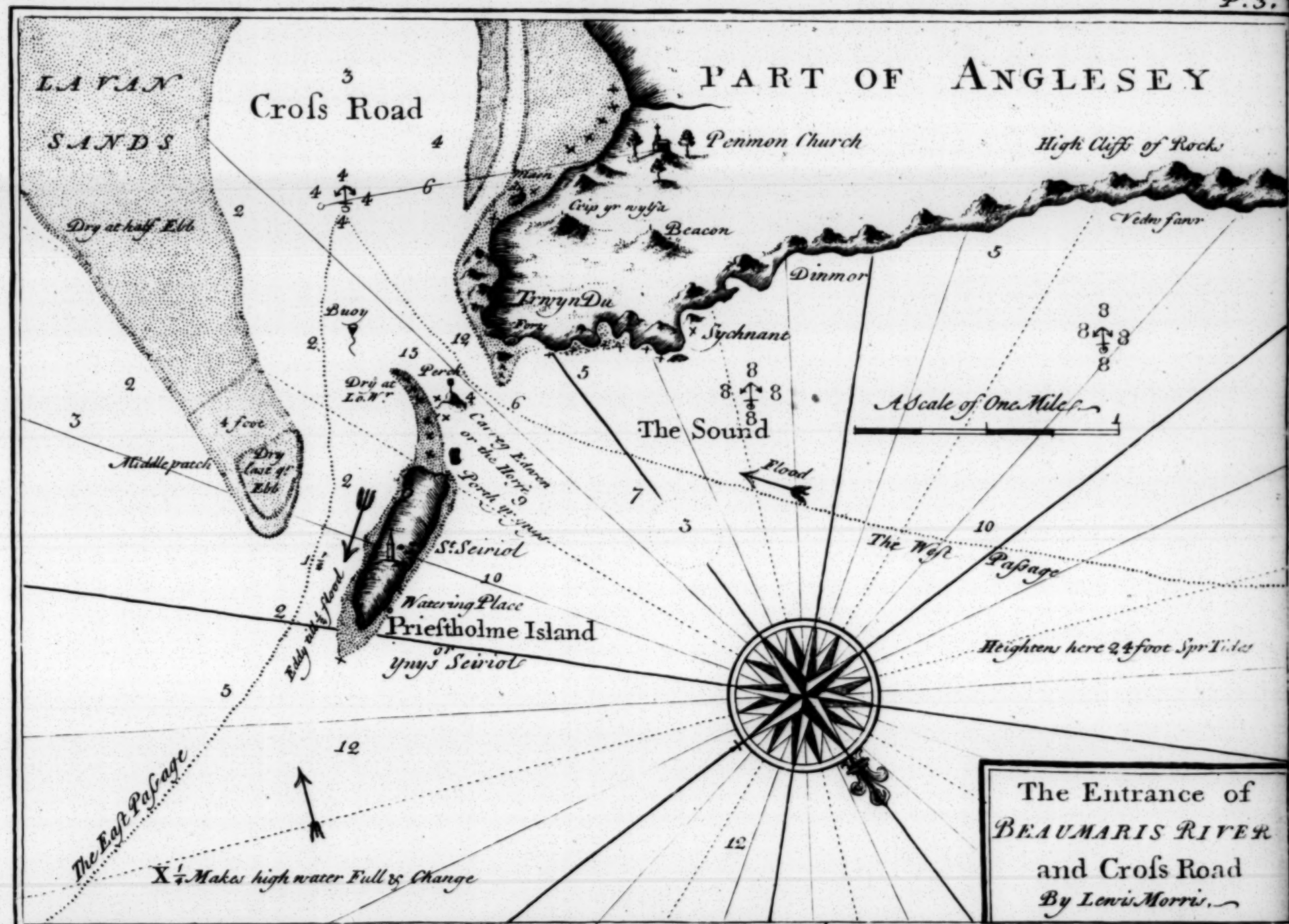
The Weekly Sale of Stockings at *Bala*, is reckon'd to be about Two Hundred Pounds, which is Ten Thousand Four Hundred Pounds a Year.

Then, suppose the fine white Flannel, and common wearing Cloth, sold to the Neighbouring Counties, &c. to be only Two Thousand One Hundred and Sixty Pounds a Year, which no doubt is much more: The yearly returns for the Woollen-Manufactory of *Meirionethshire*, will be found to be, Fifty Thousand Pounds a Year. Considerable Improvements might be made in this Trade, which I shall leave to those who understand it.



Vach. Hill Sculp.

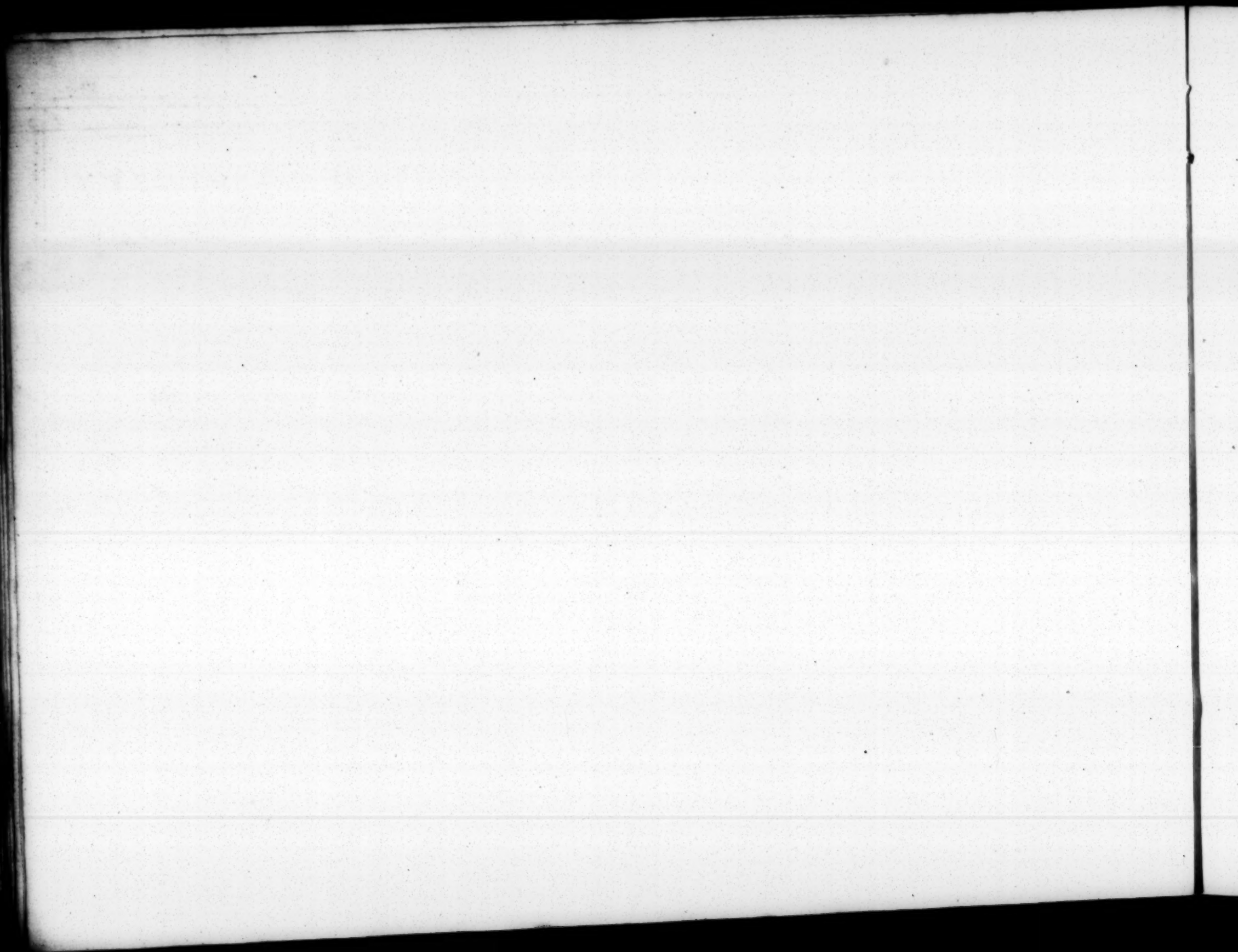
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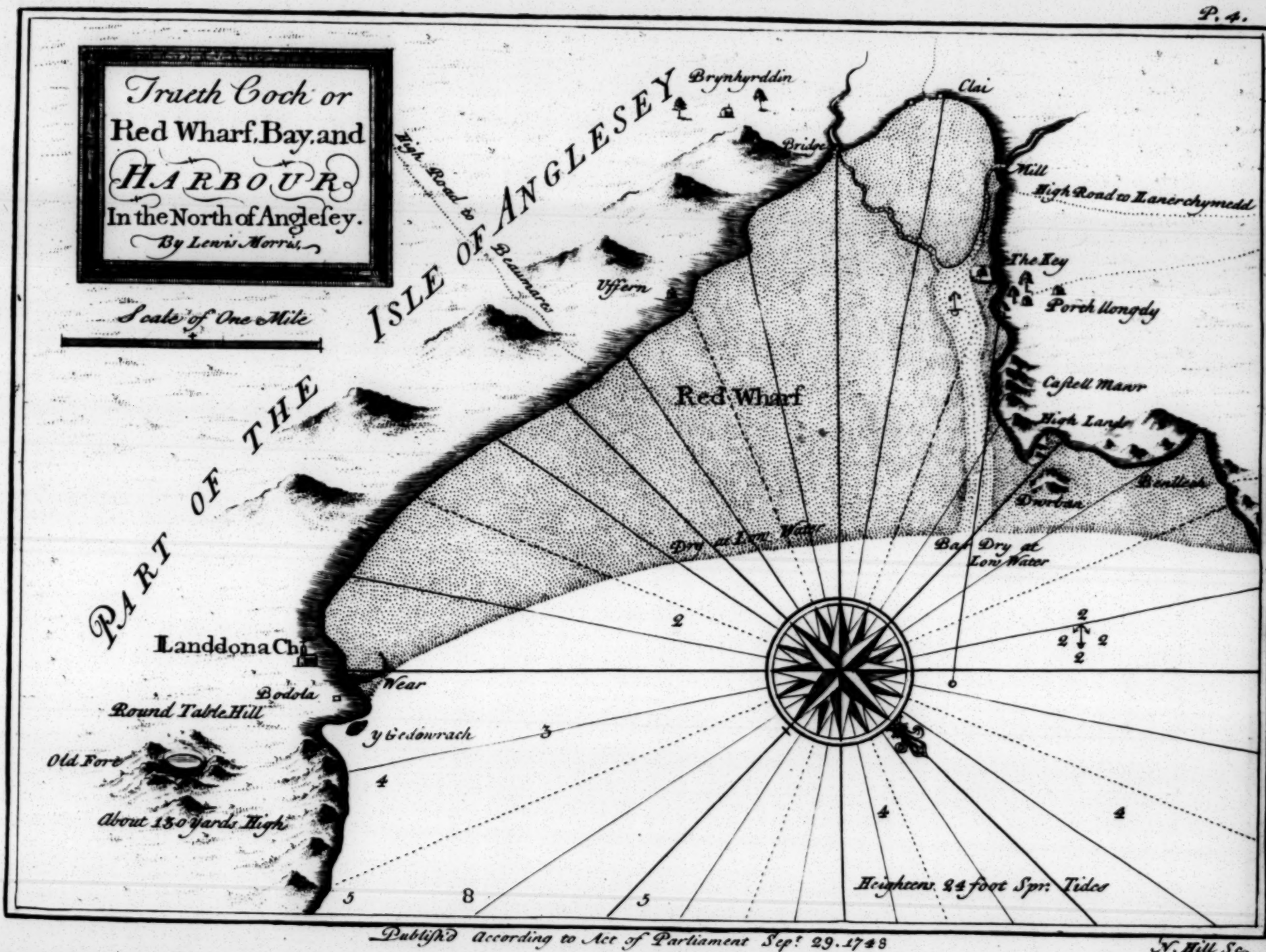


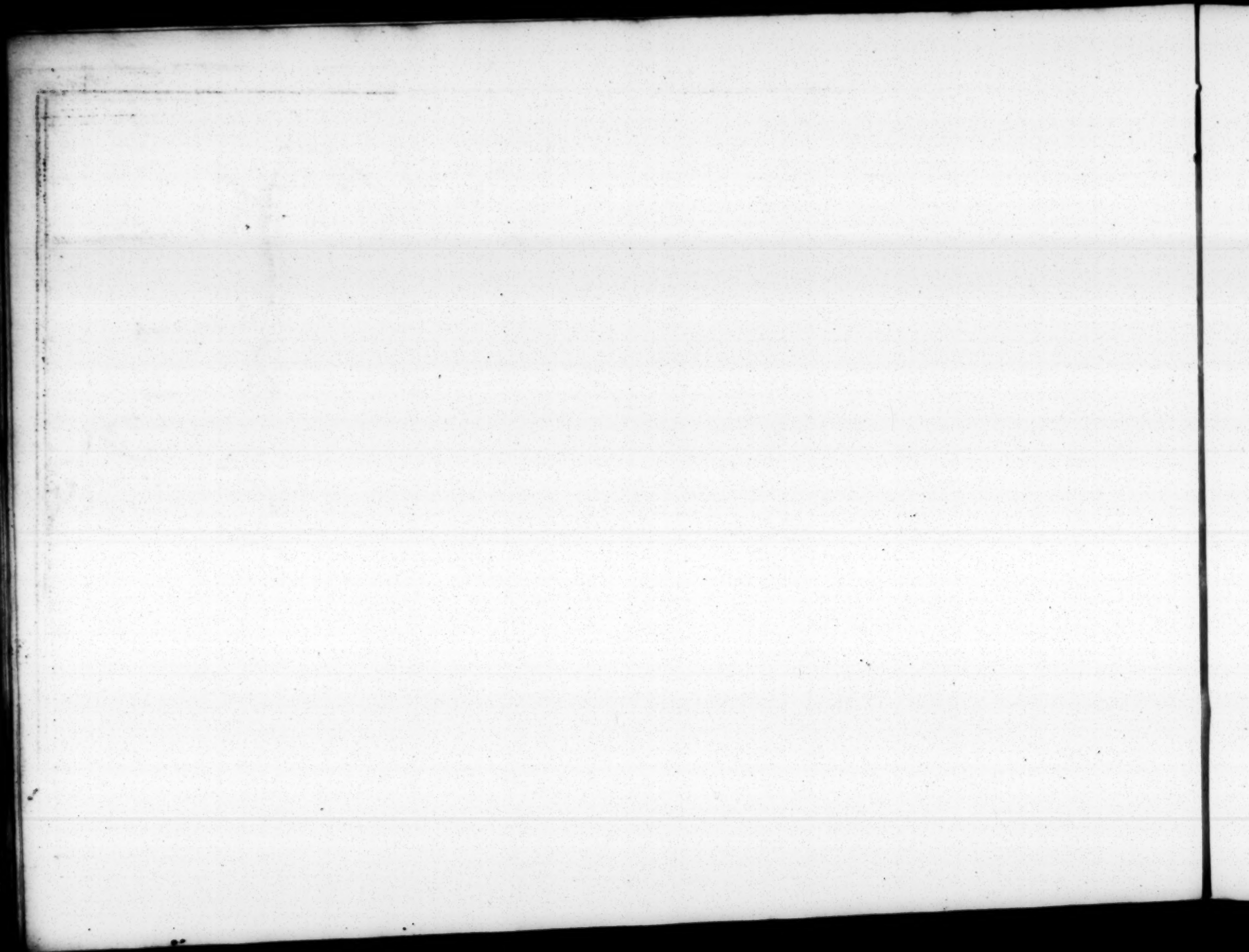
The Entrance of
BEAUMARIS RIVER
and Cross Road
By Lewis Morris.

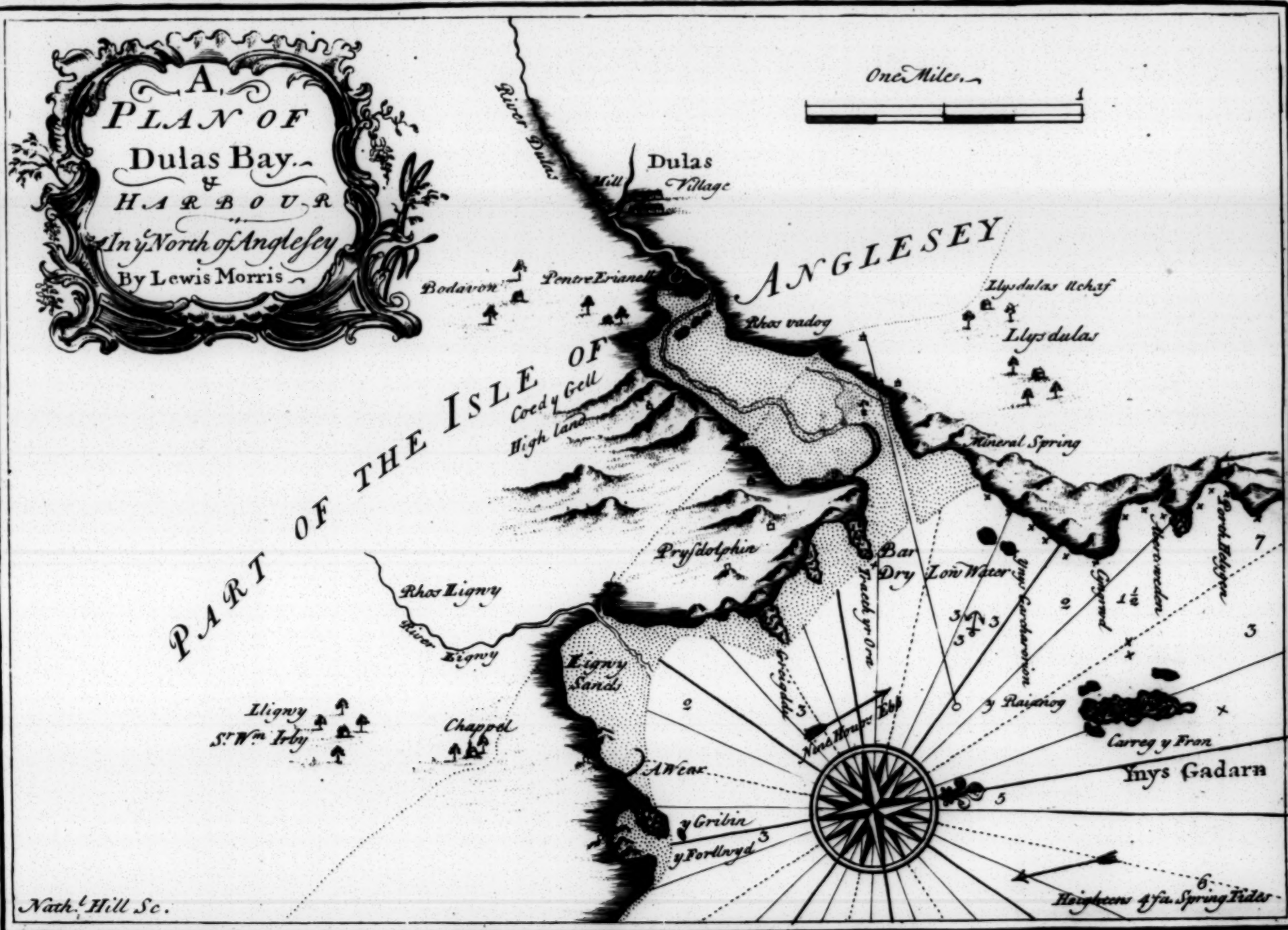
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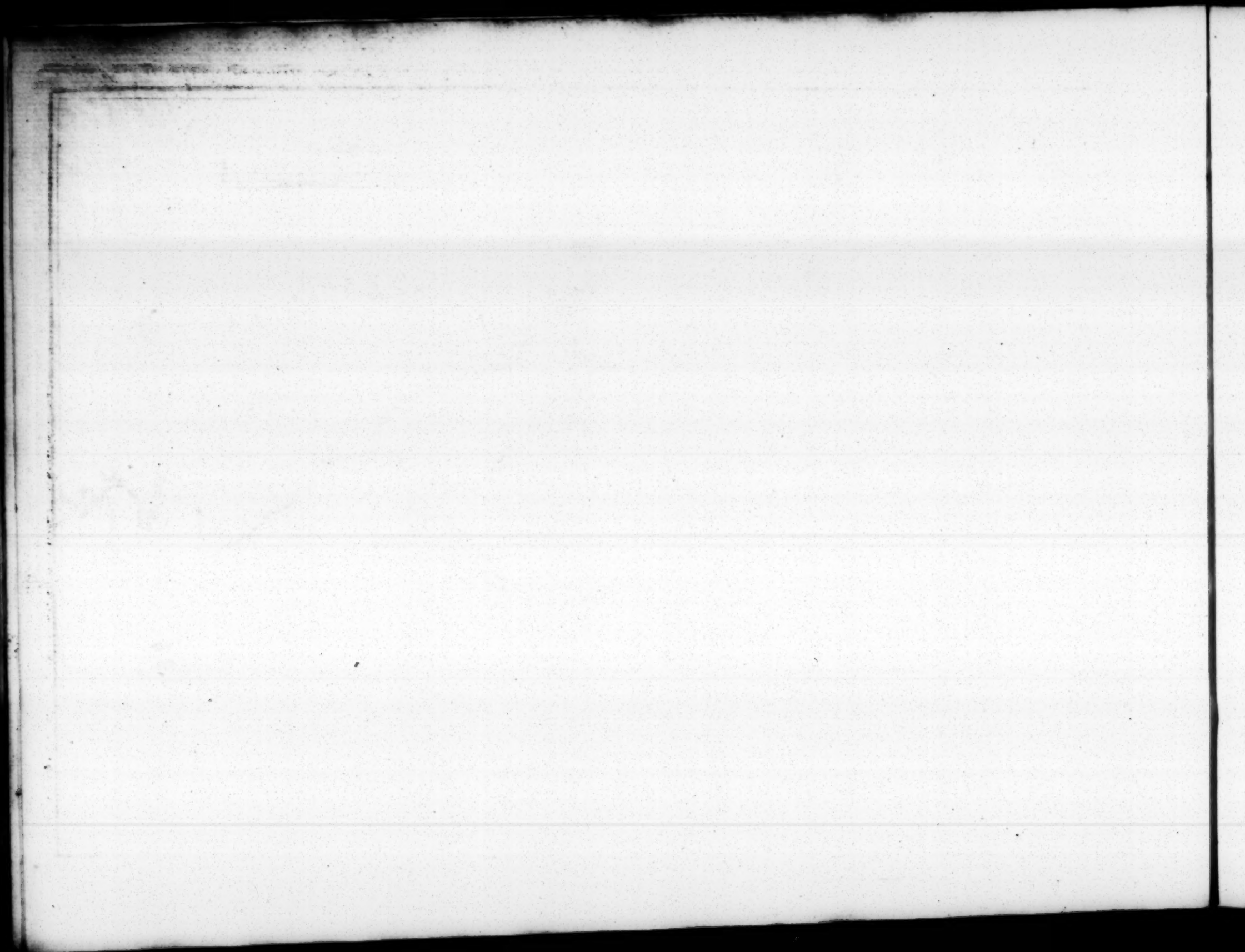
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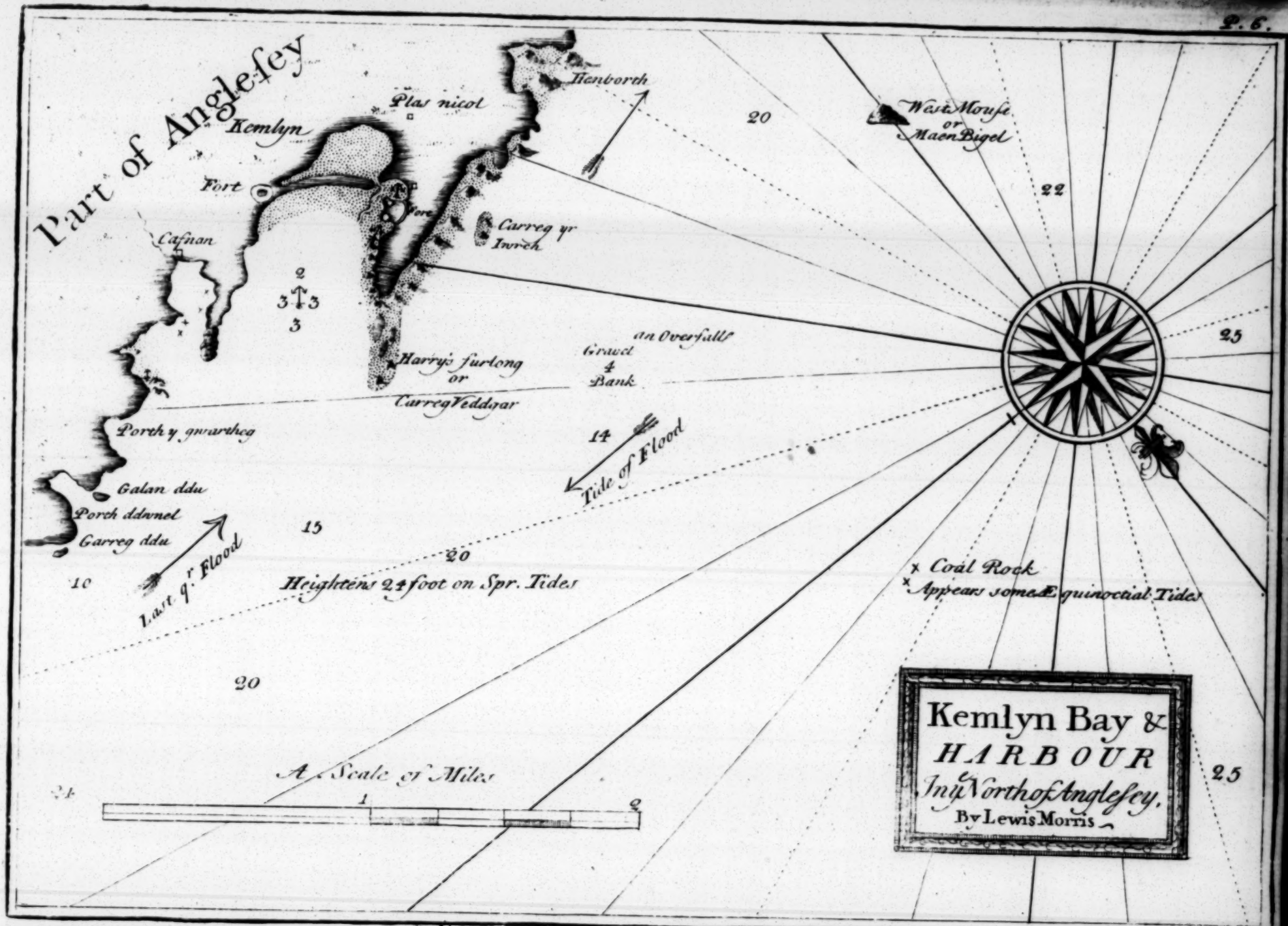


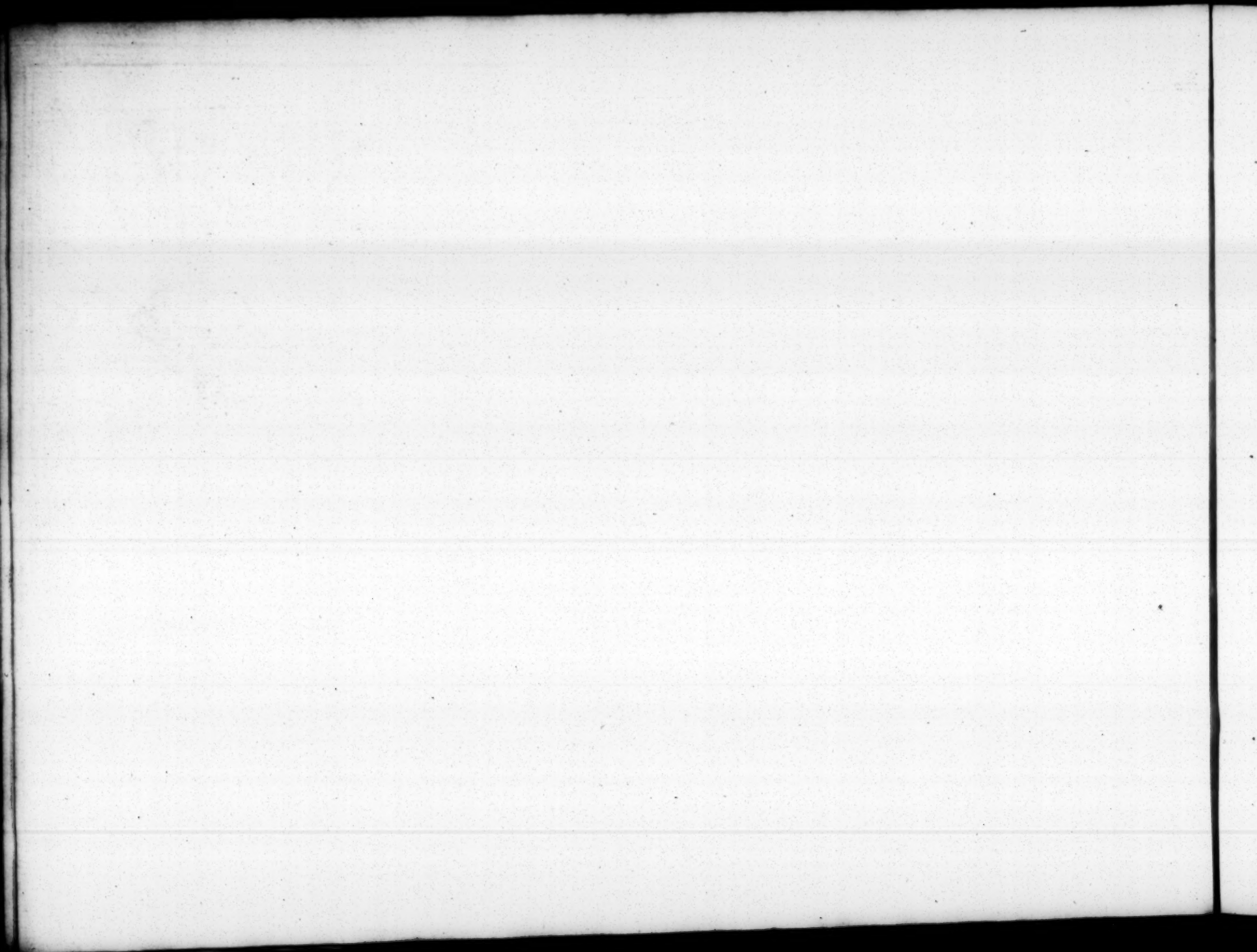




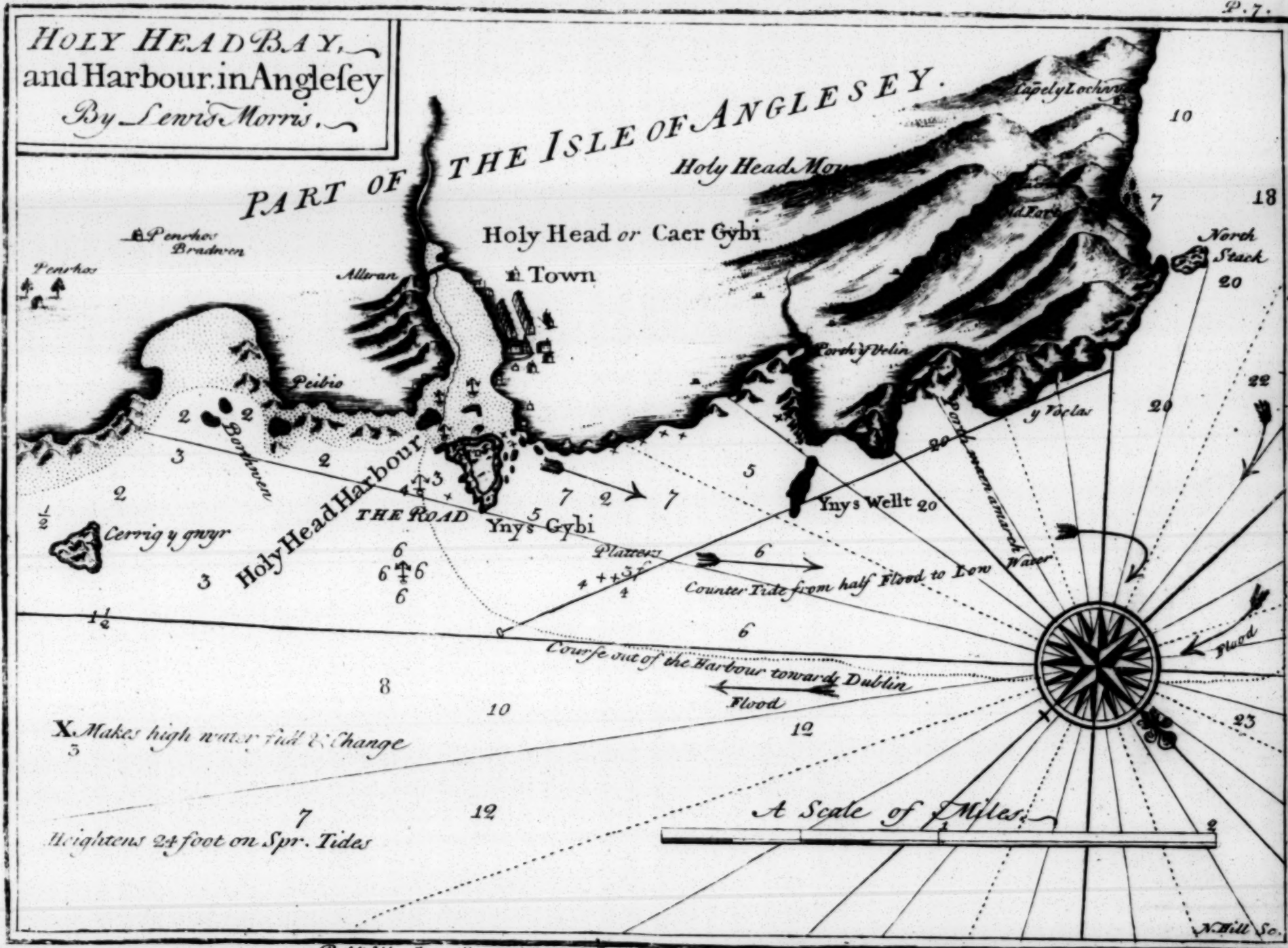


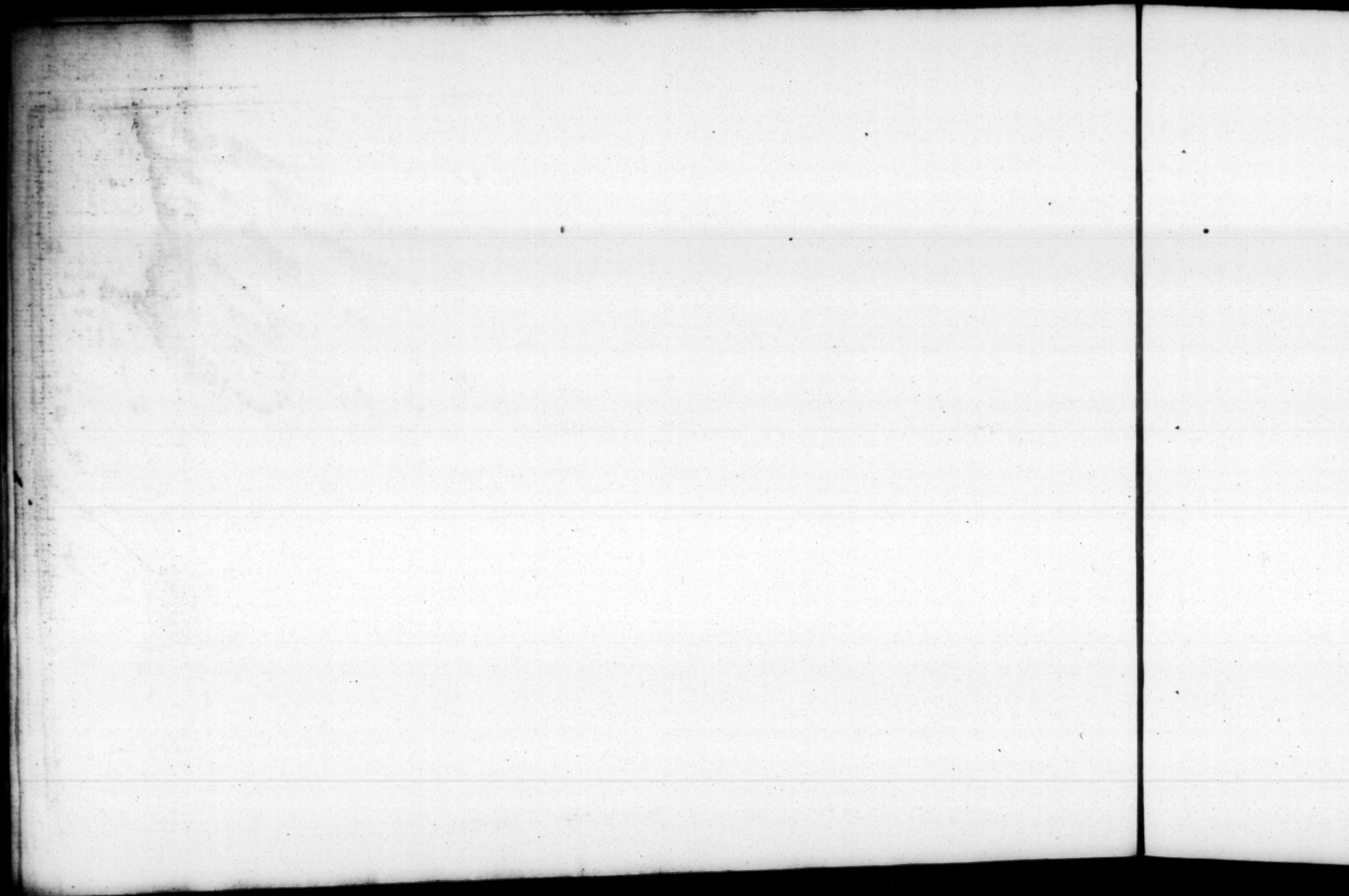


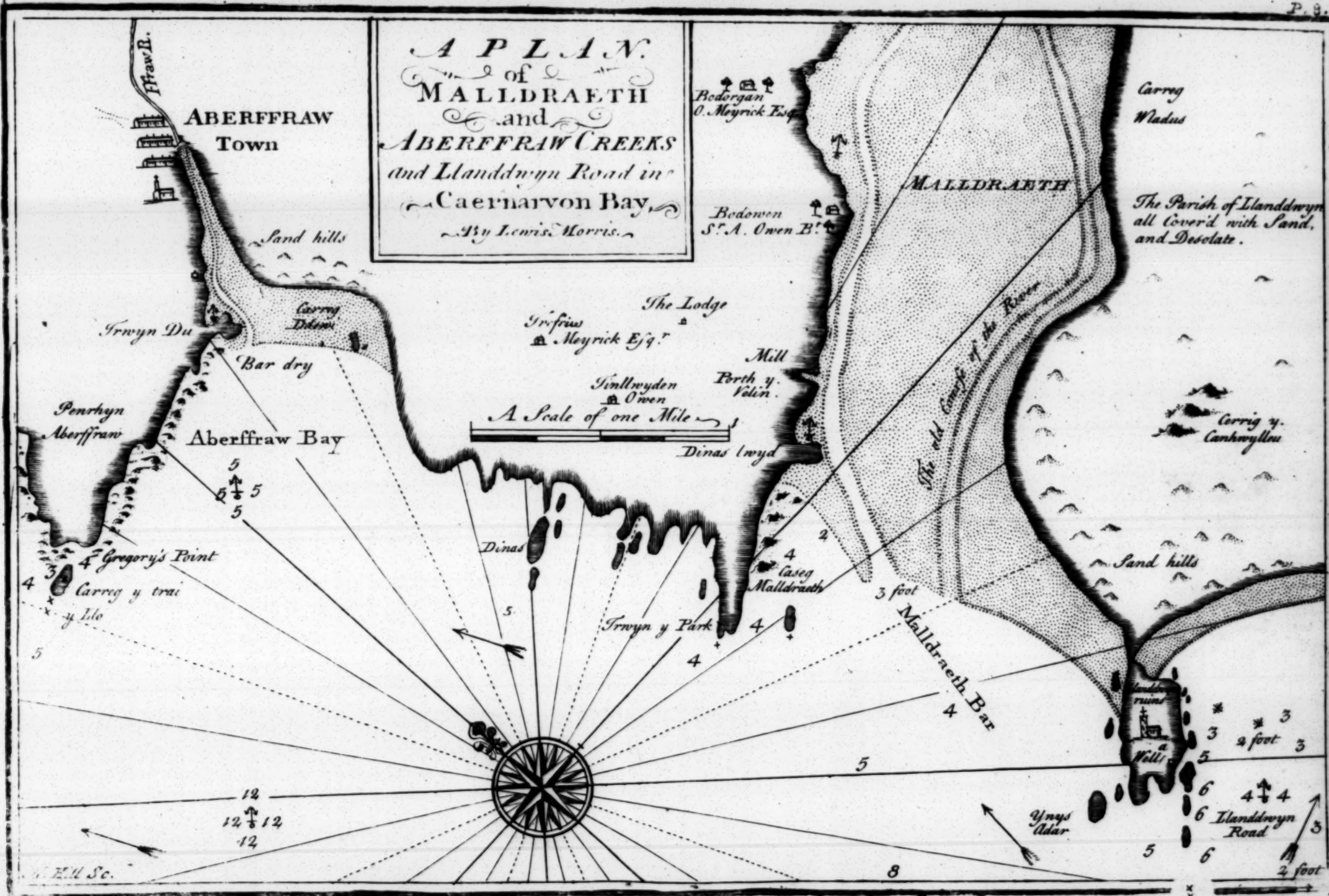


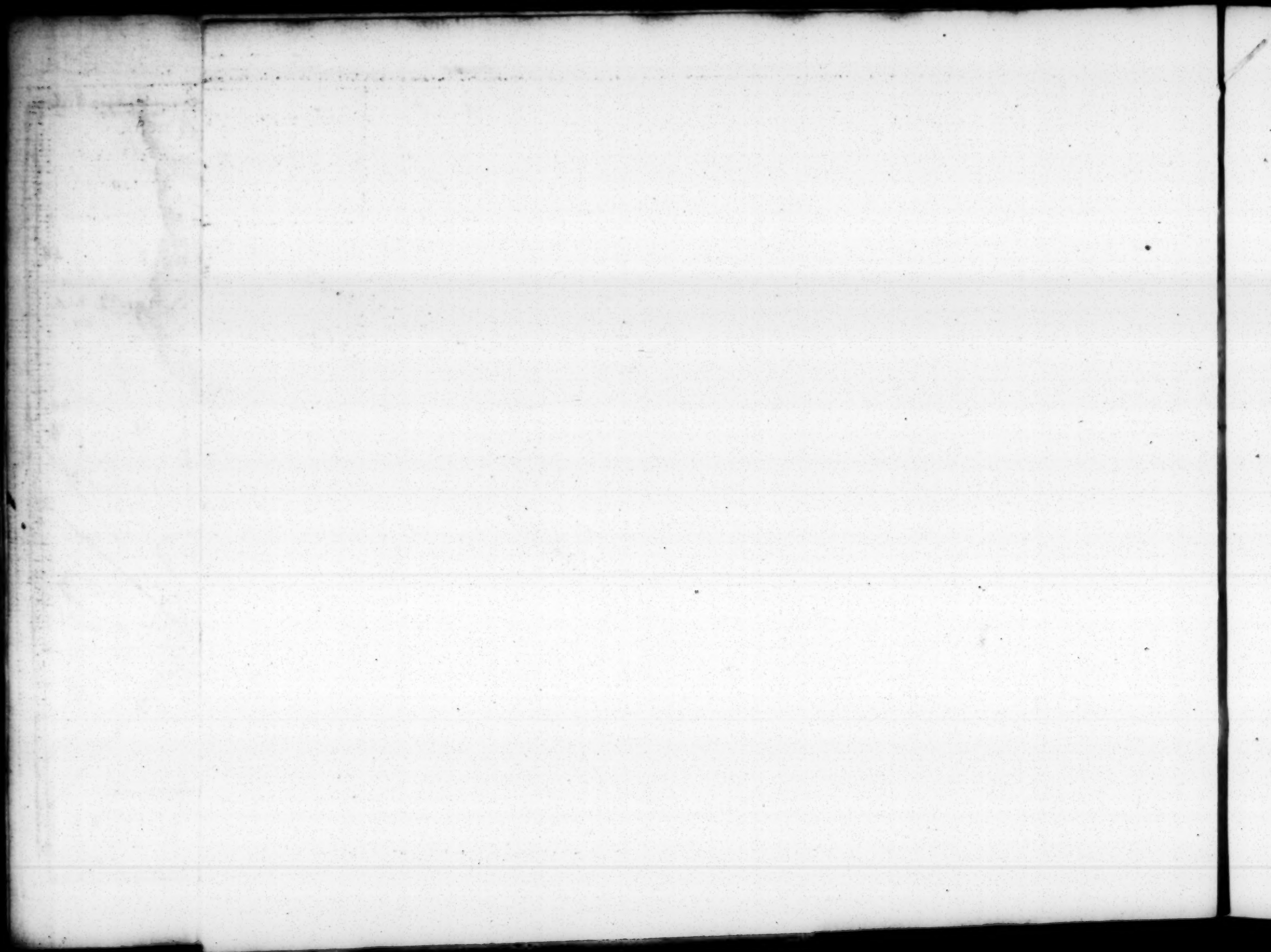


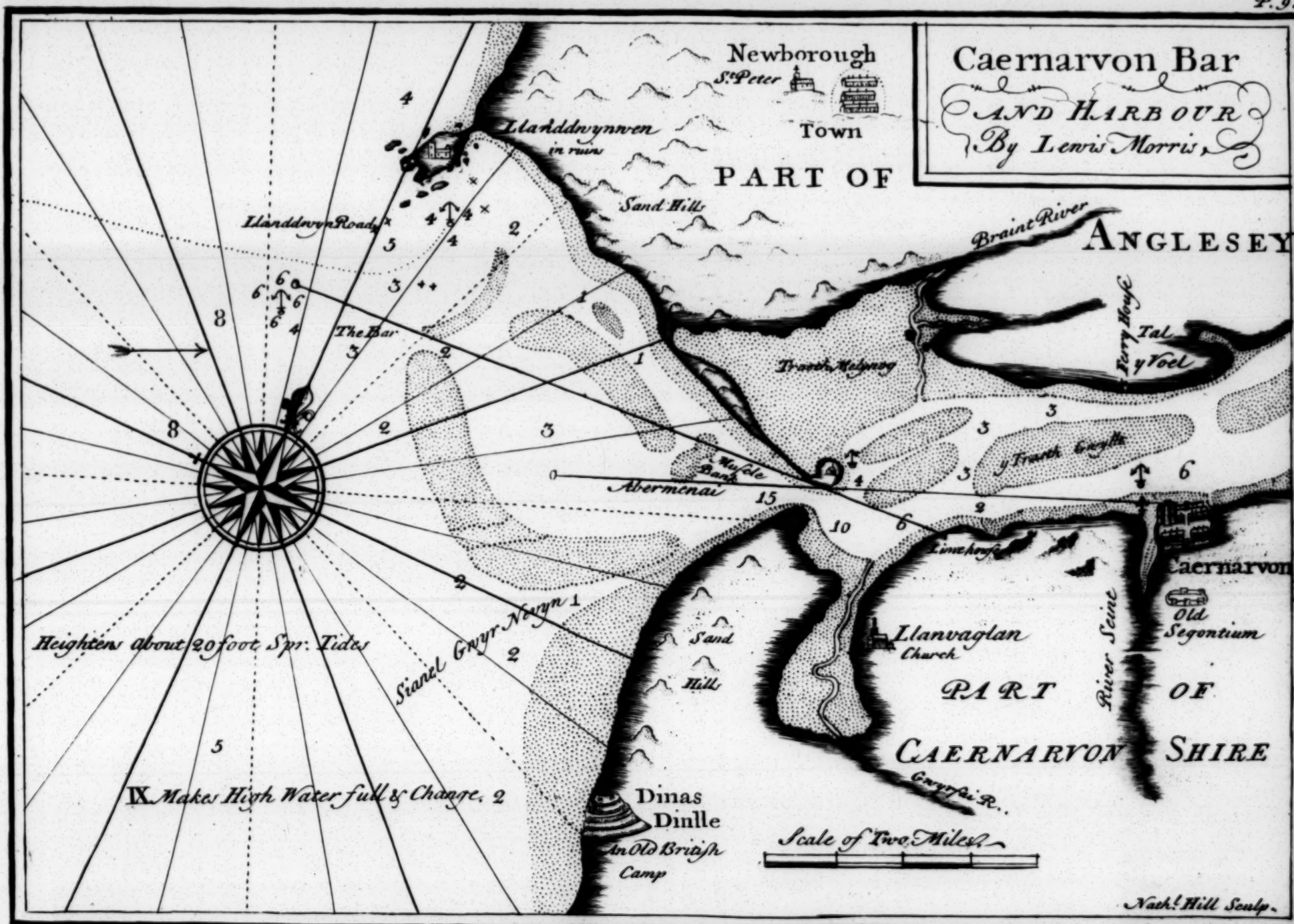
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and Harbour, in Anglesey
By Lewis Morris.

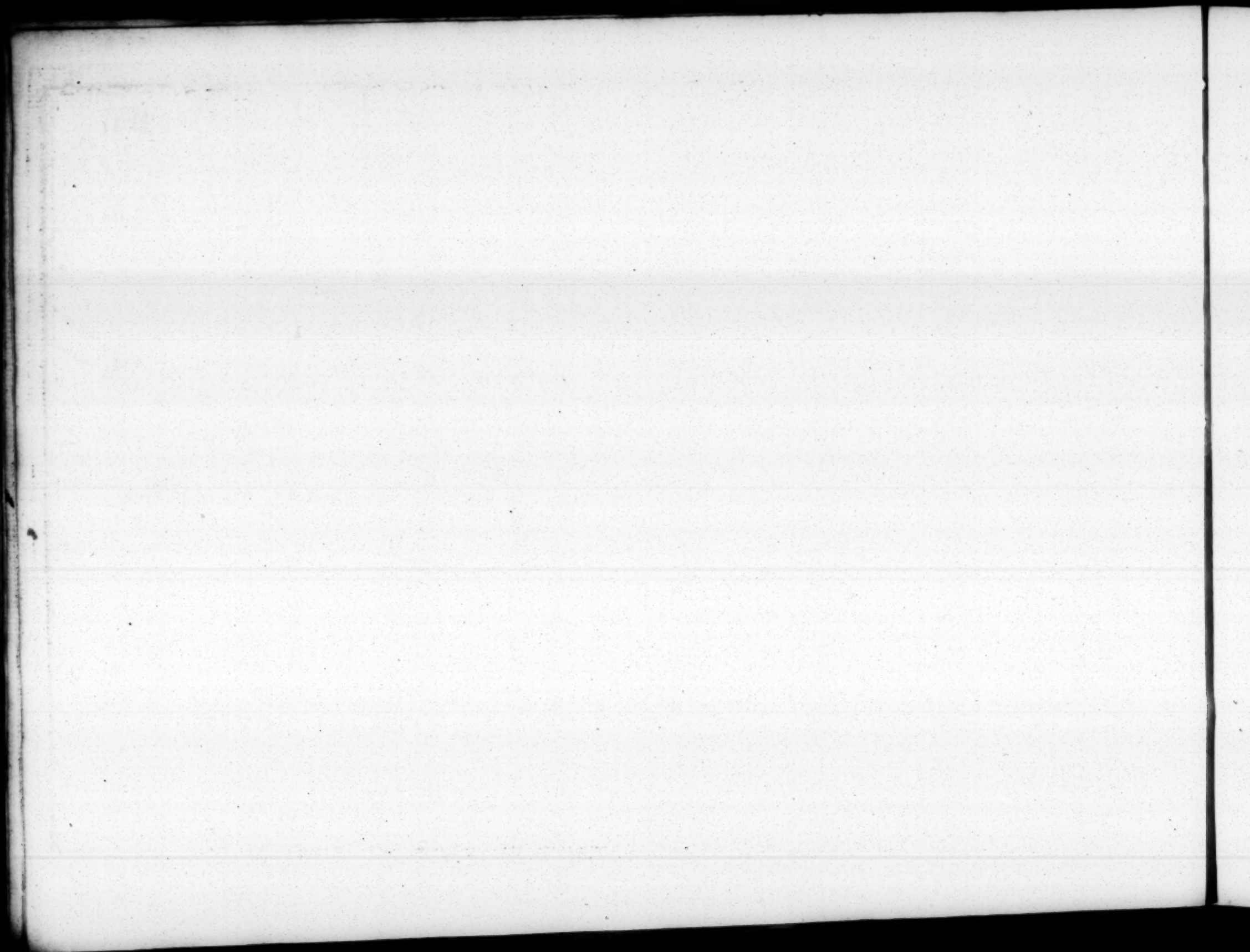


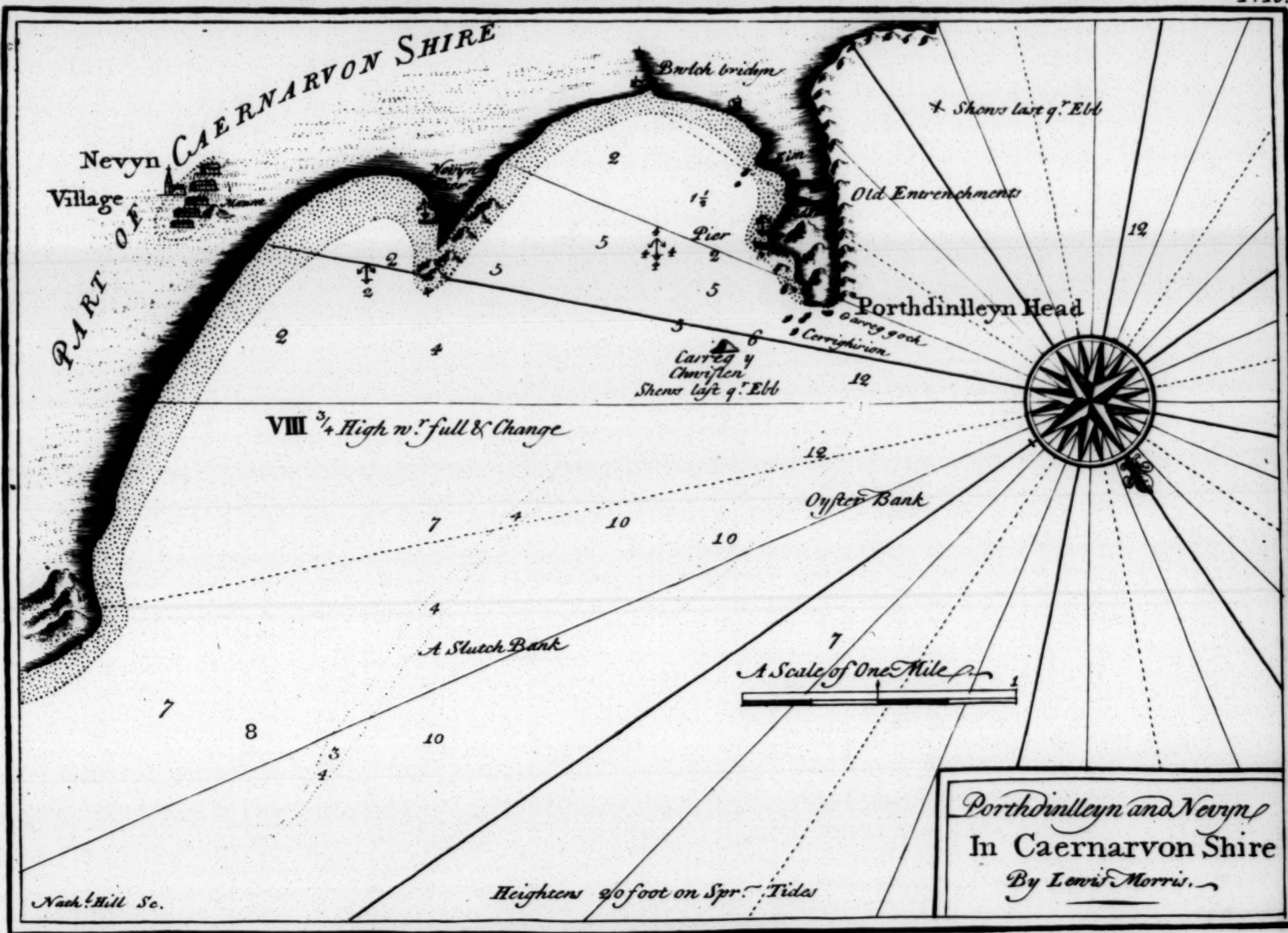




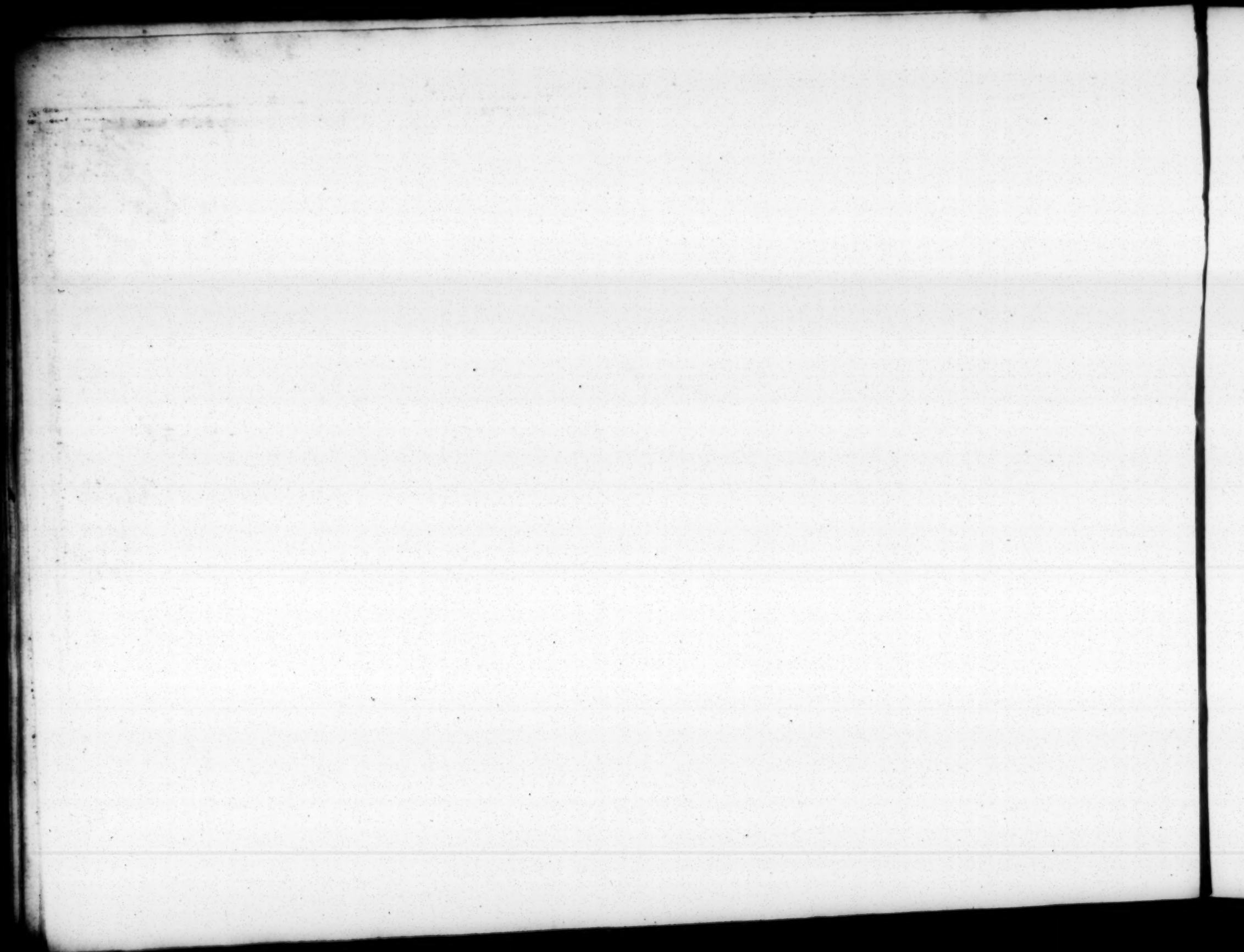


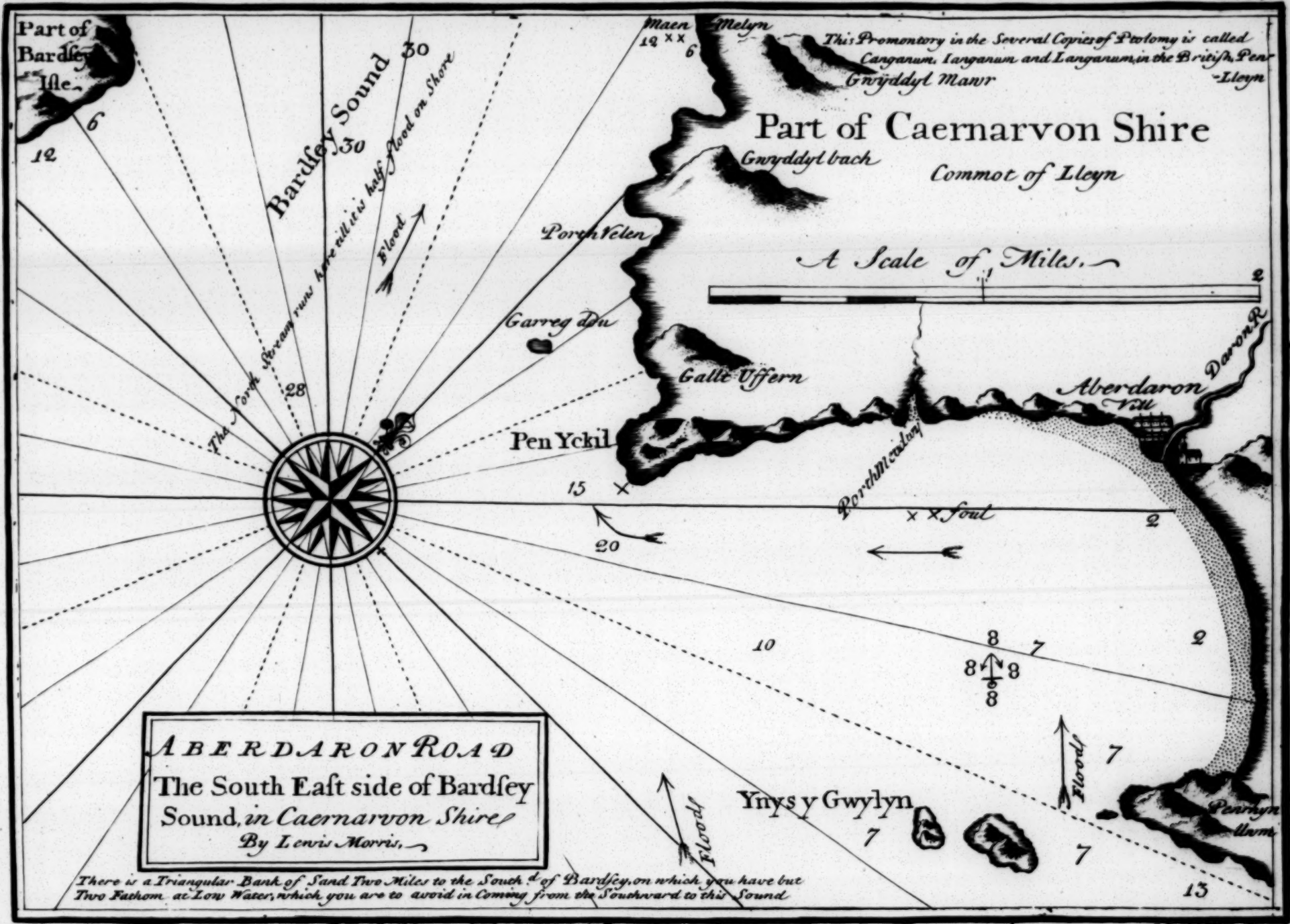


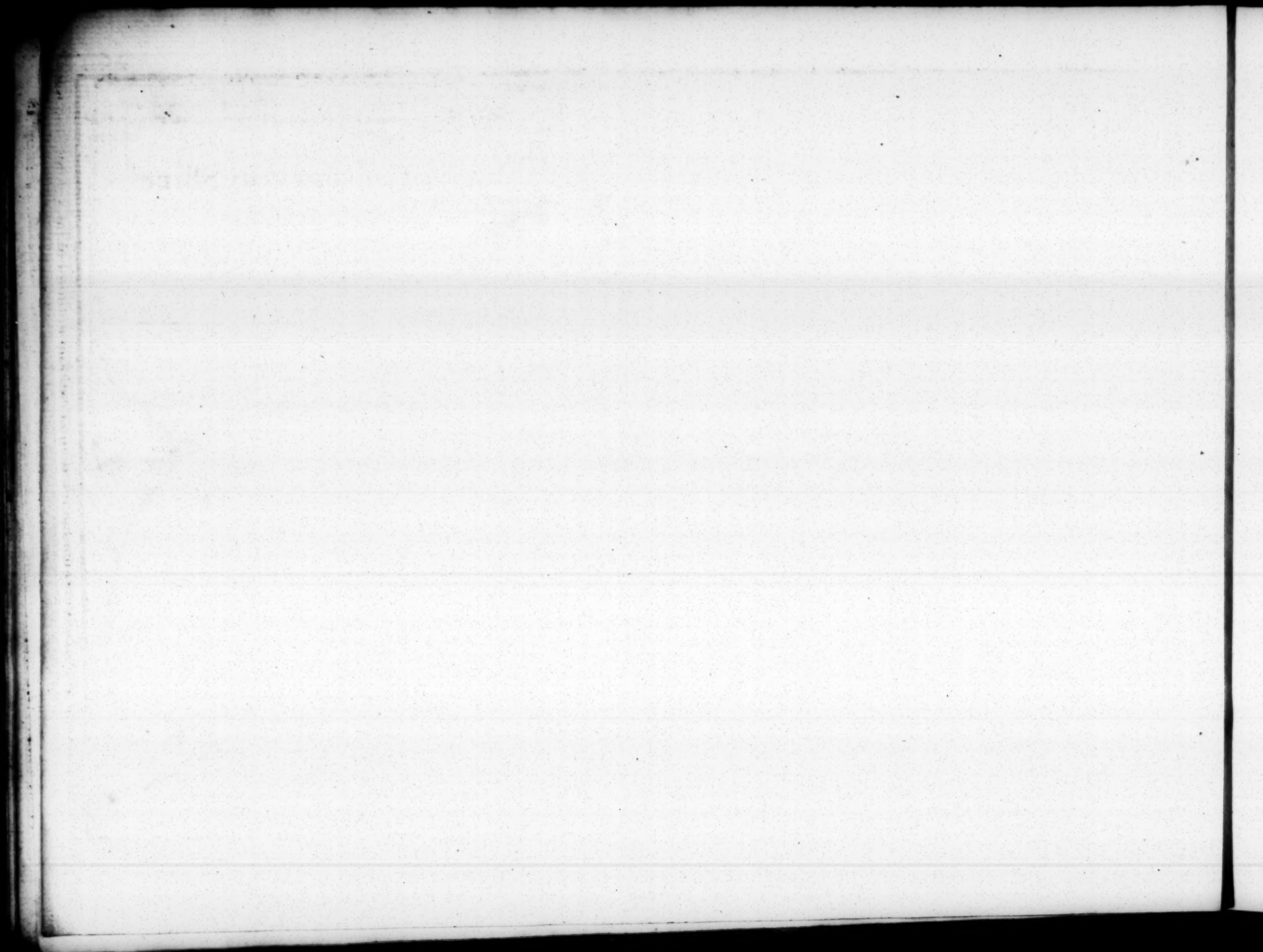




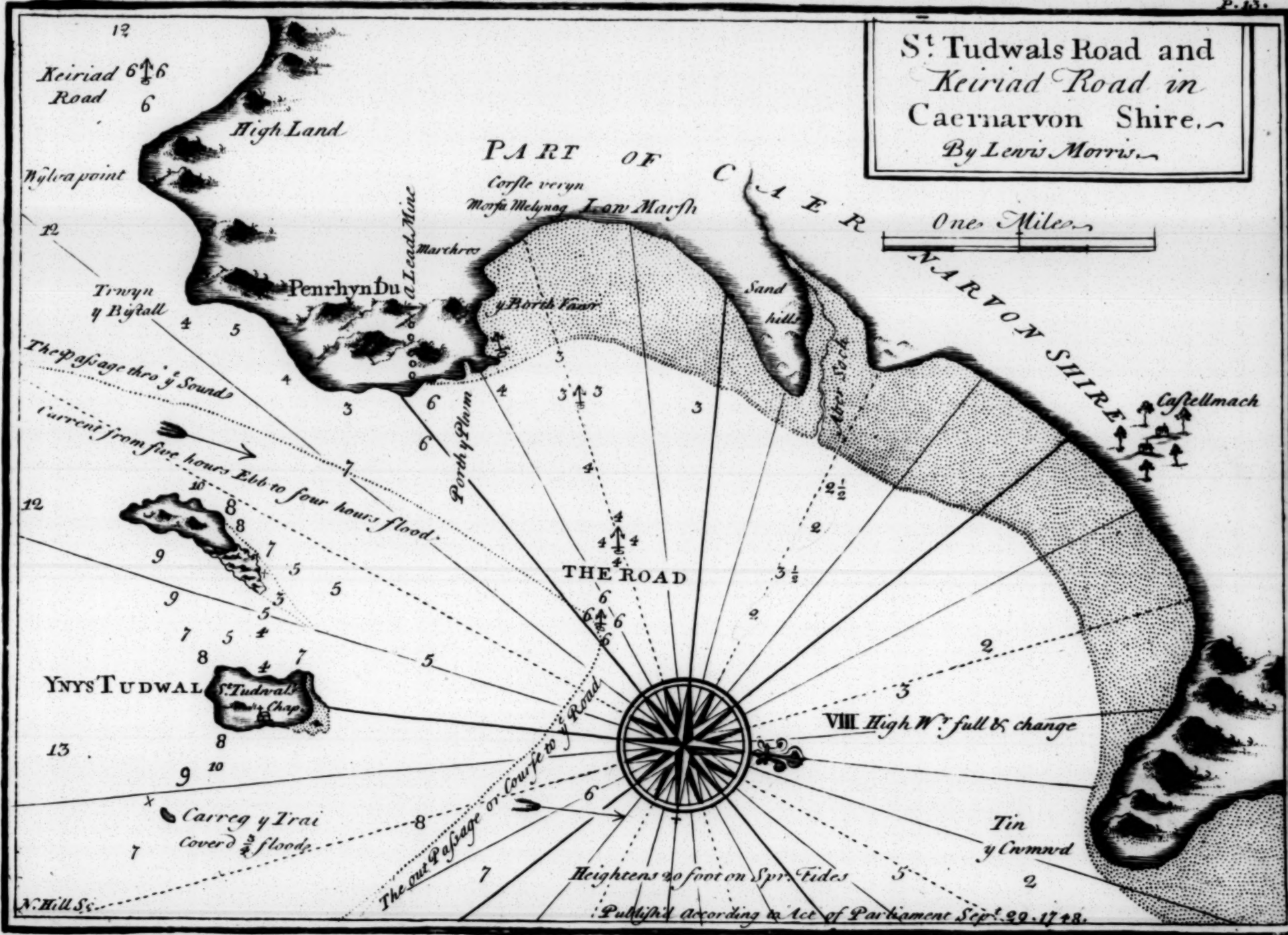


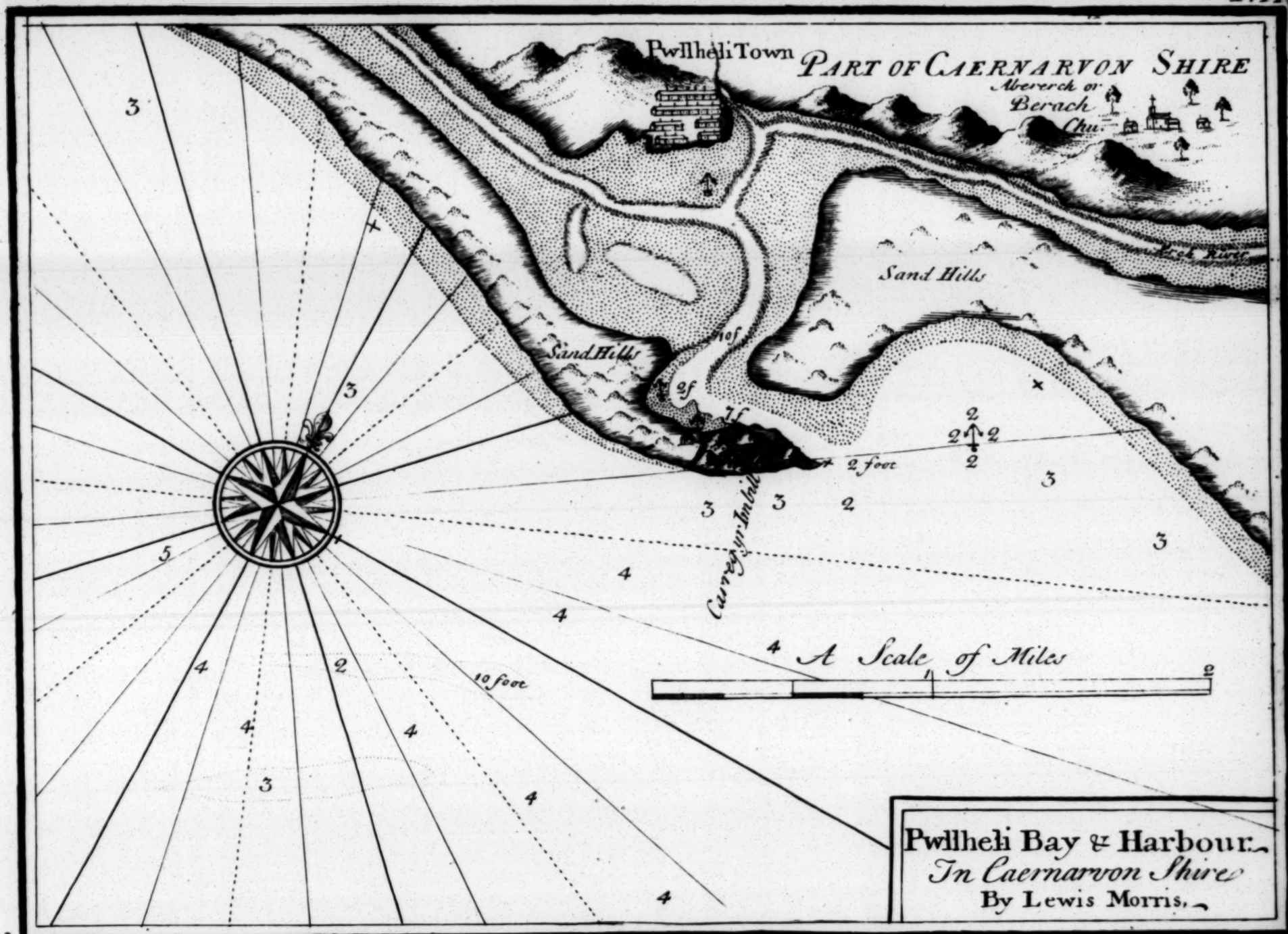






**S^t Tudwals Road and
Keiriad Road in
Caernarvon Shire.**
By Lewis Morris.

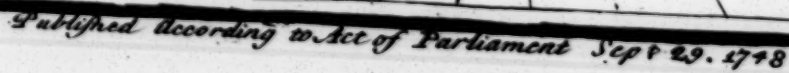


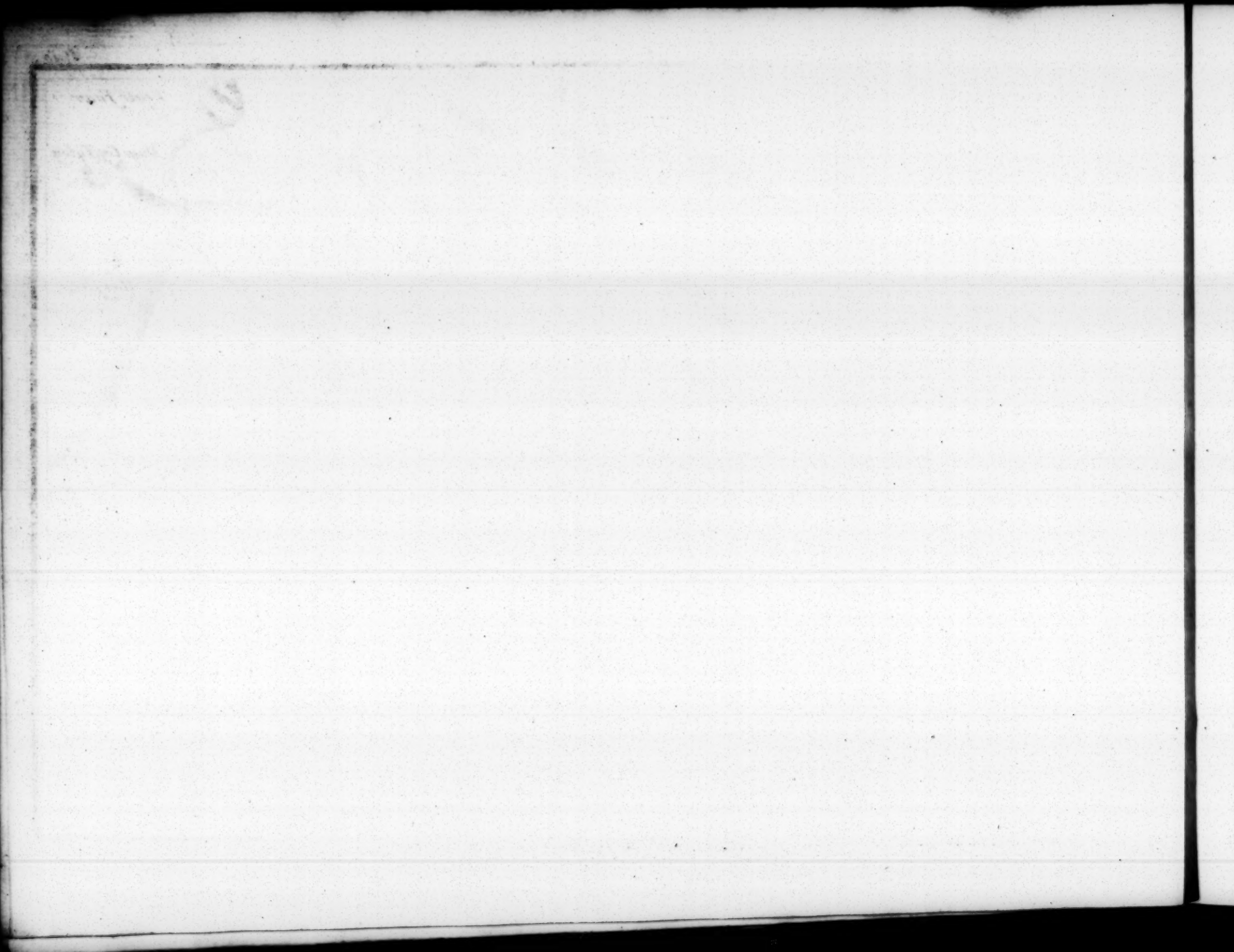


A. Hill Sc.

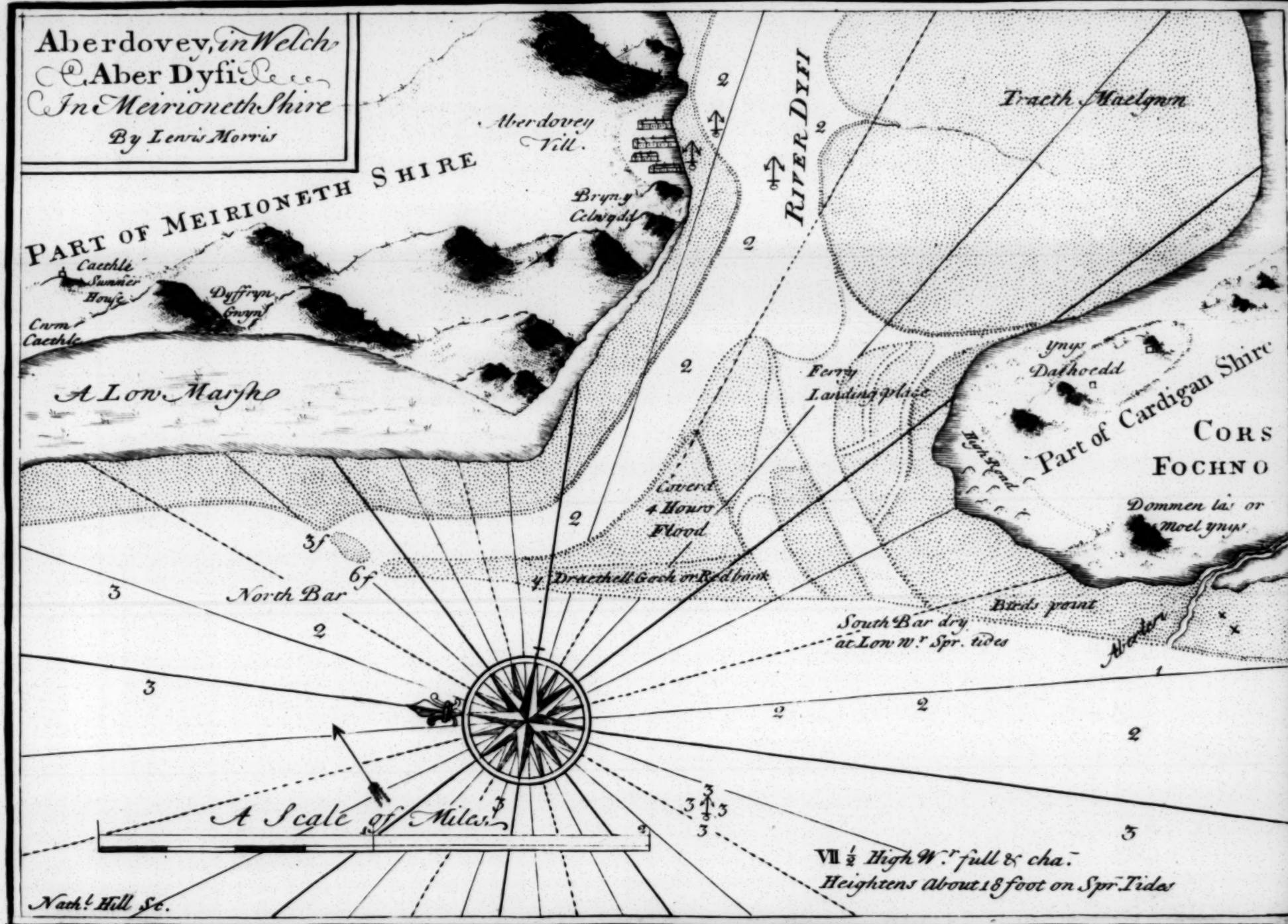
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P. 15.





Aberdovey, in Welch
 & Aber Dyfi
 In Meirioneth Shire
 By Lewis Morris



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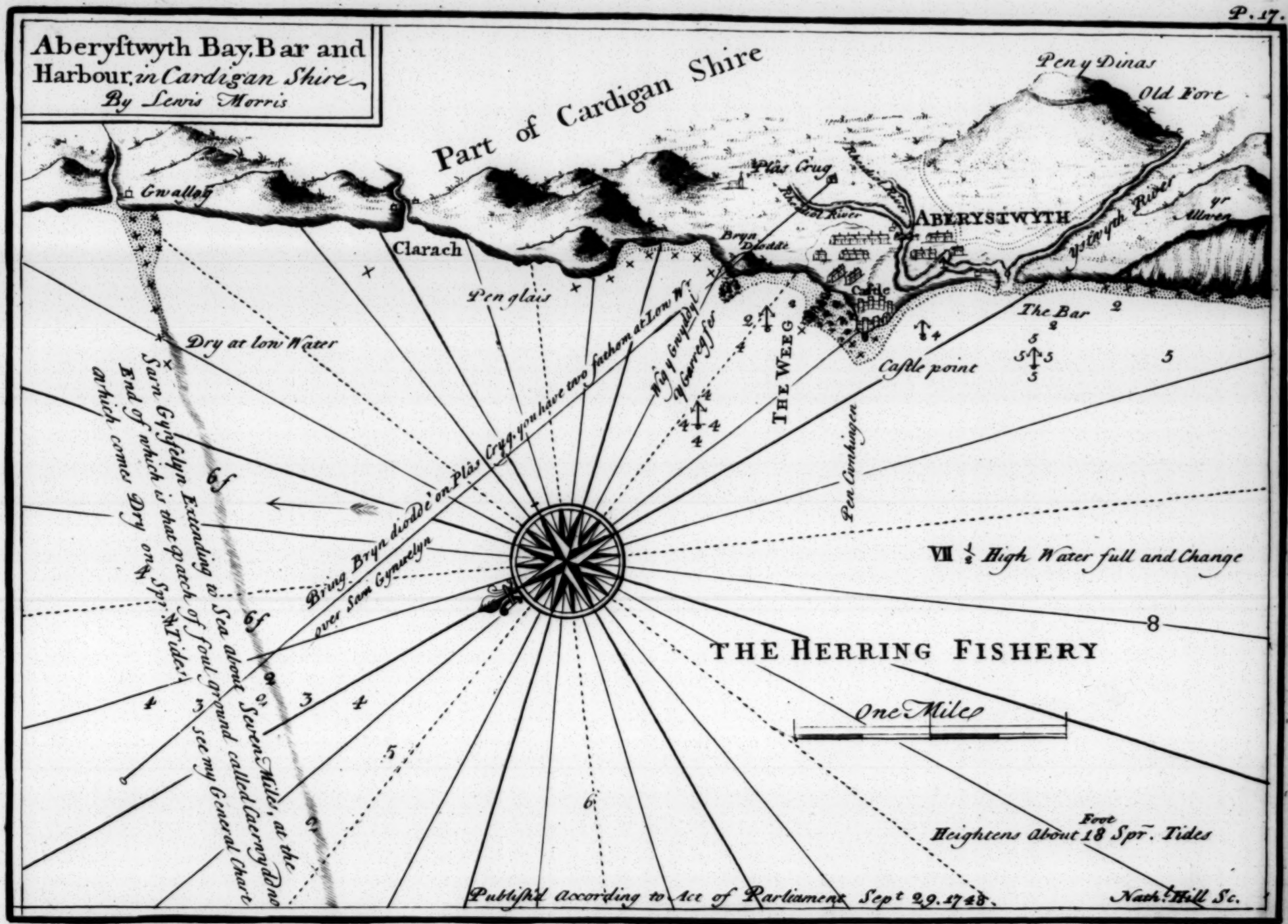
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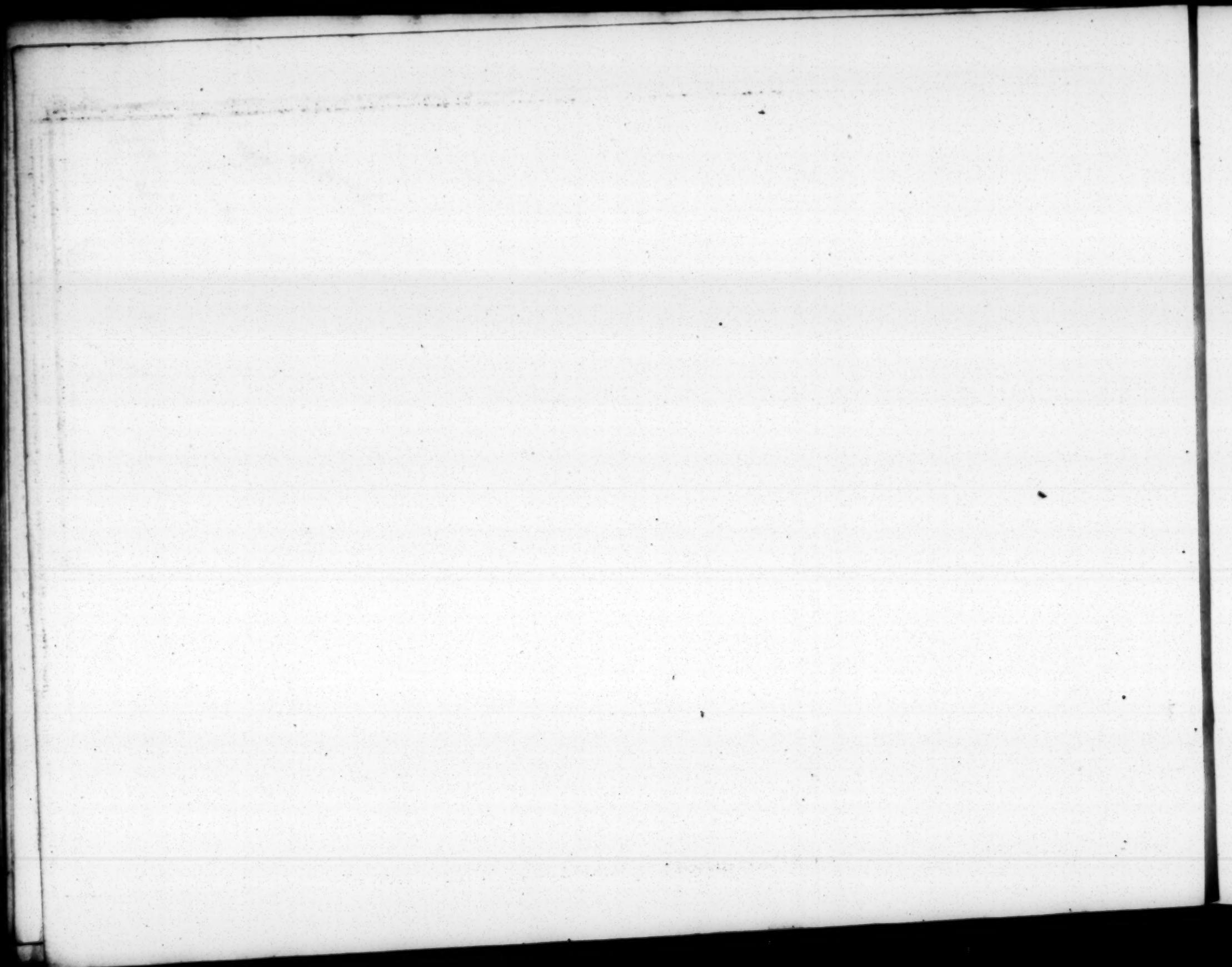
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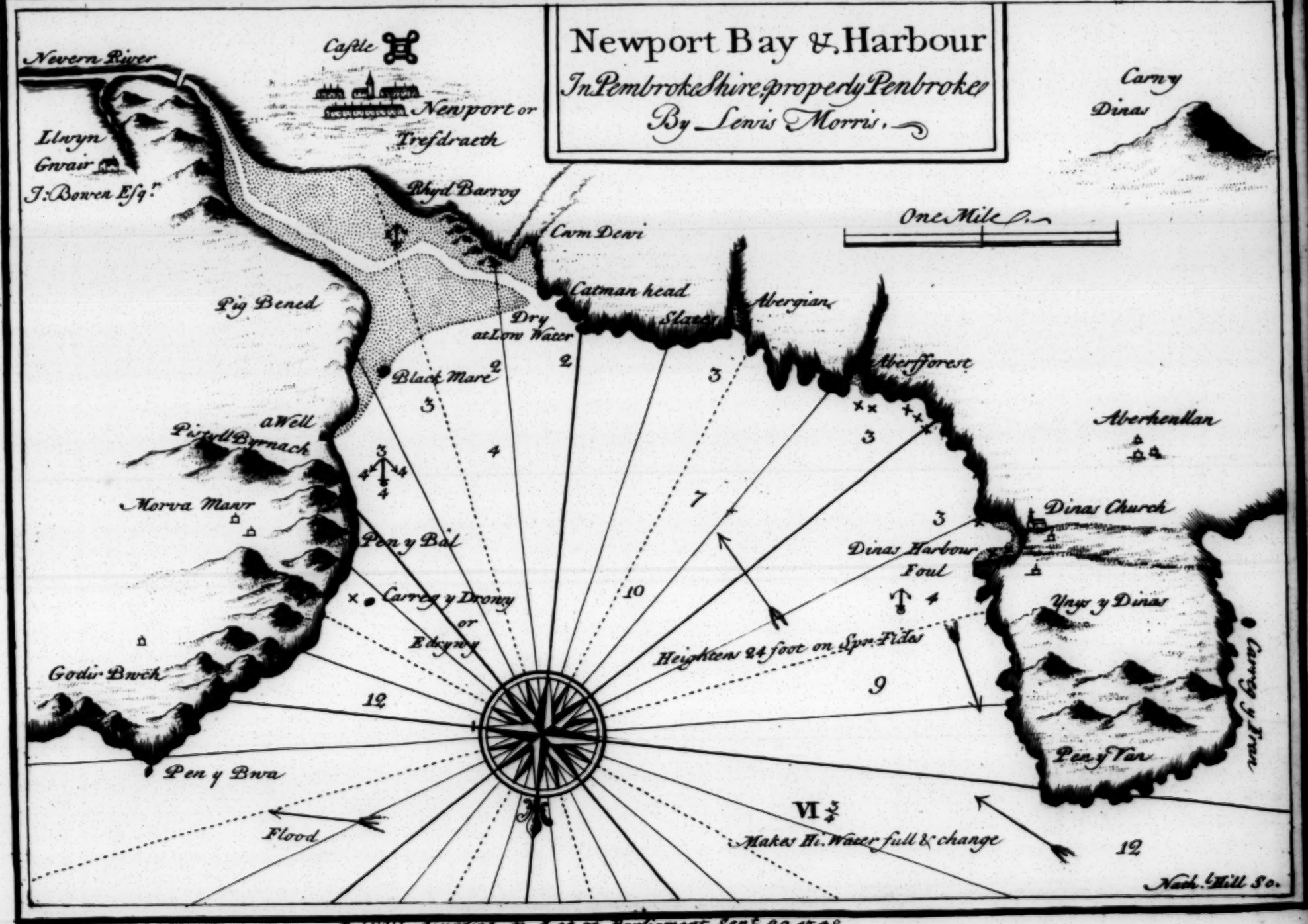
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Aberystwyth Bay, Bar and
Harbour, in Cardigan Shire
By Lewis Morris



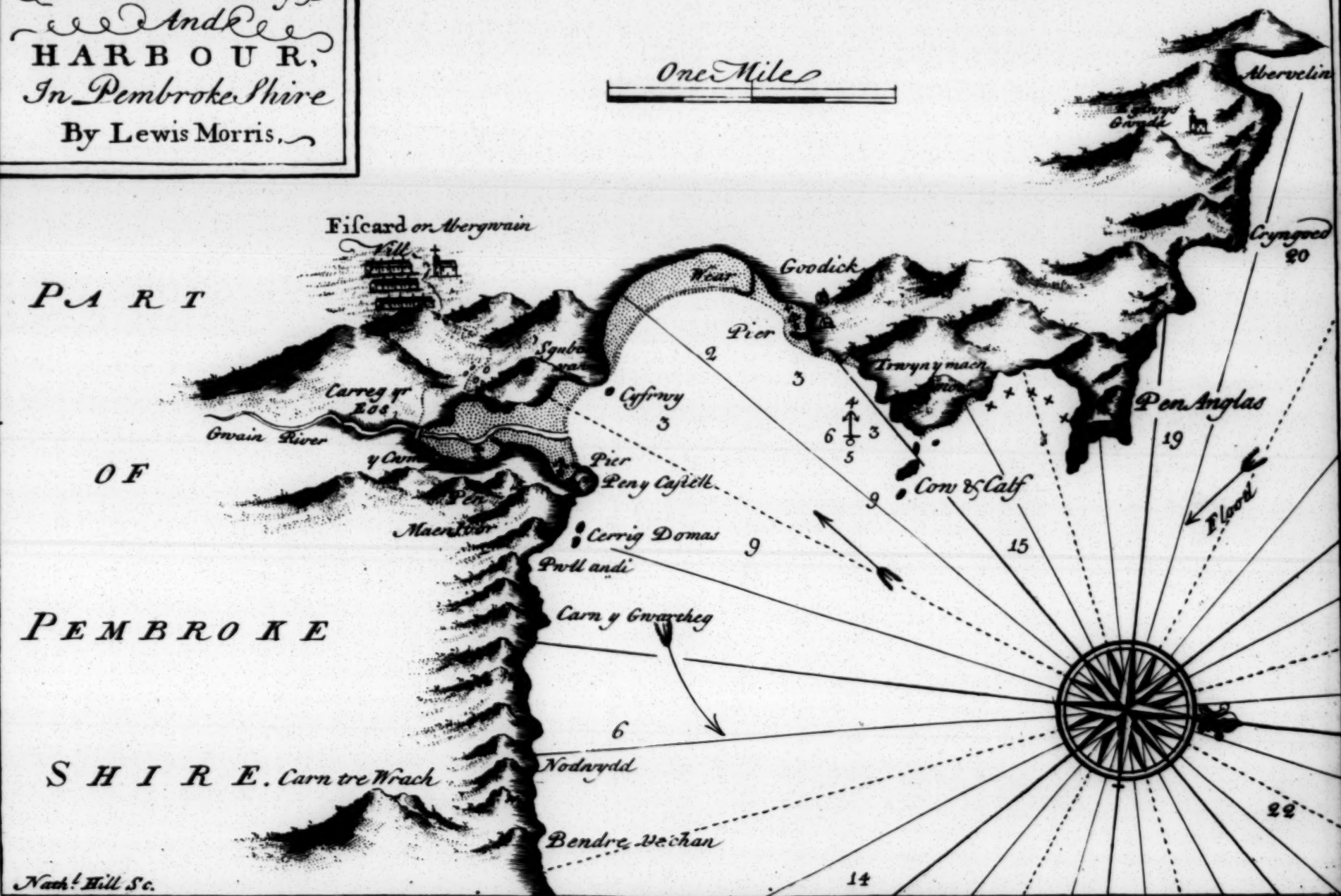






Published according to Act of Parliament Sep^r 29 1748

Fiscard Bay
And
 HARBOUR,
 In Pembroke Shire
 By Lewis Morris,

Nath^l Hill Sc.Published according to Act of Parliament Sep^r 29. 1748.

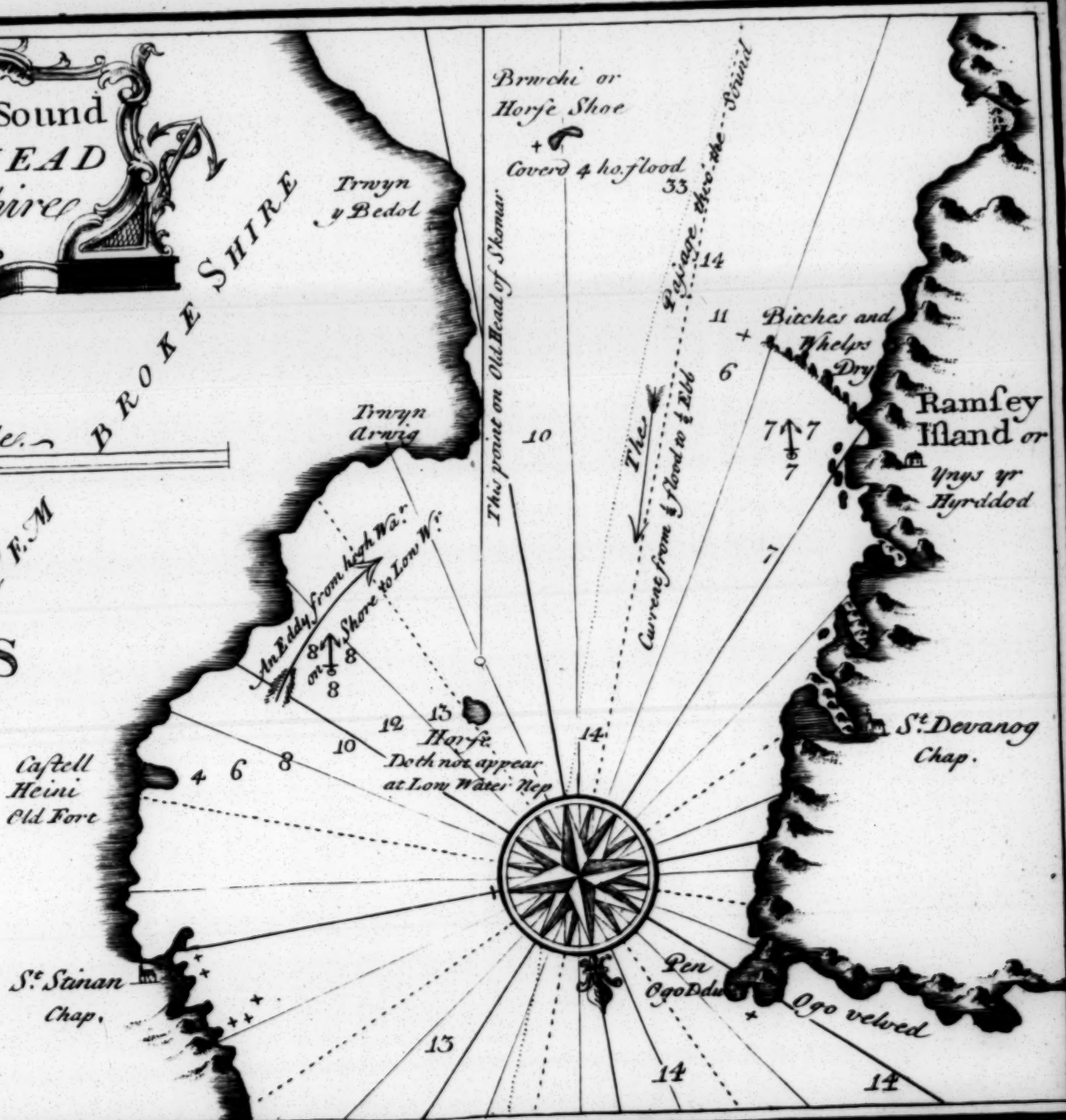
The Roads in Ramsey Sound
ON ST DAVID'S HEAD
In Pembroke Shire
By Lewis Morris.

A Scale of half a Mile.

ST. DAVID'S
HEAD.

PART

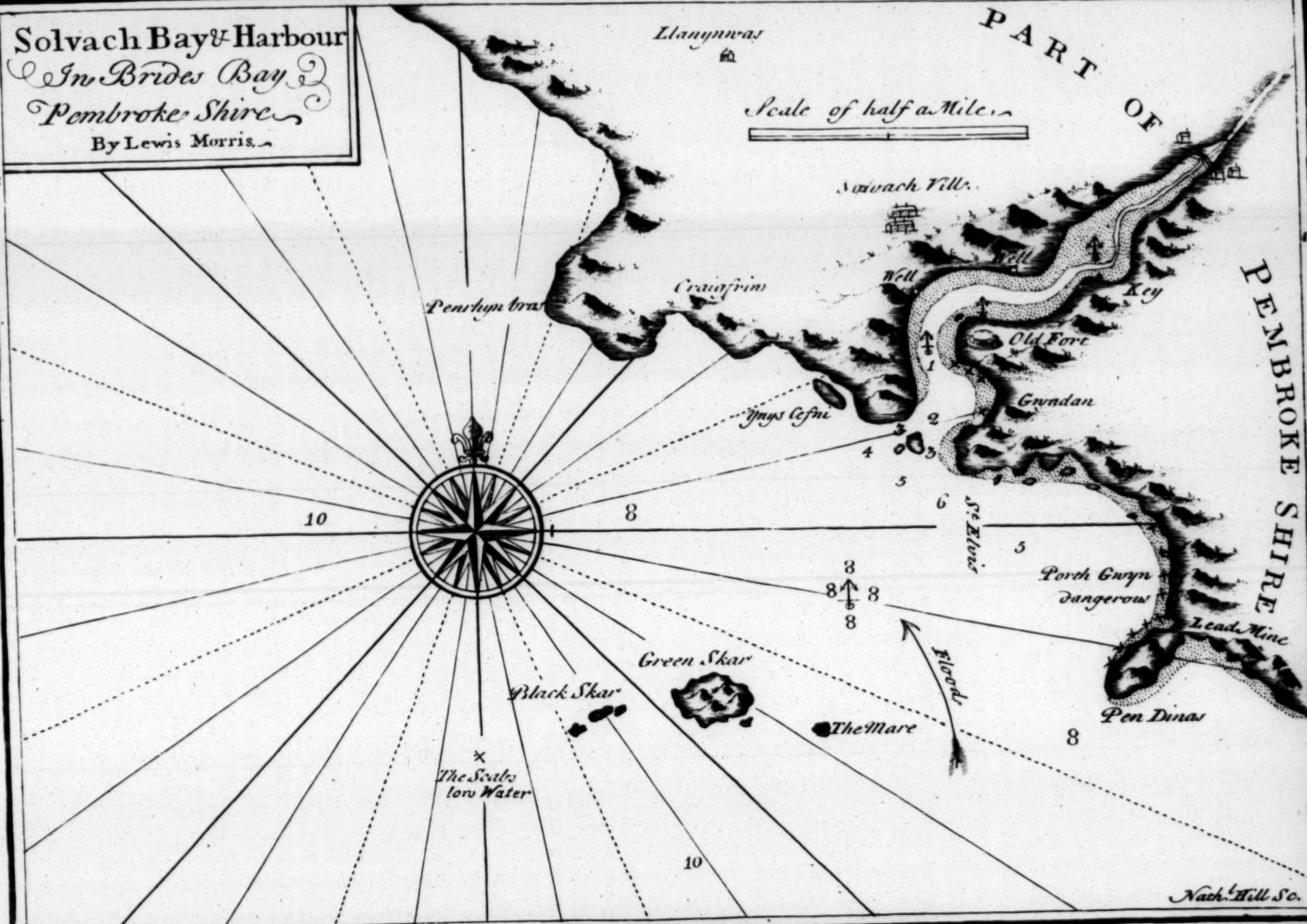
Nath. Hill Sc.



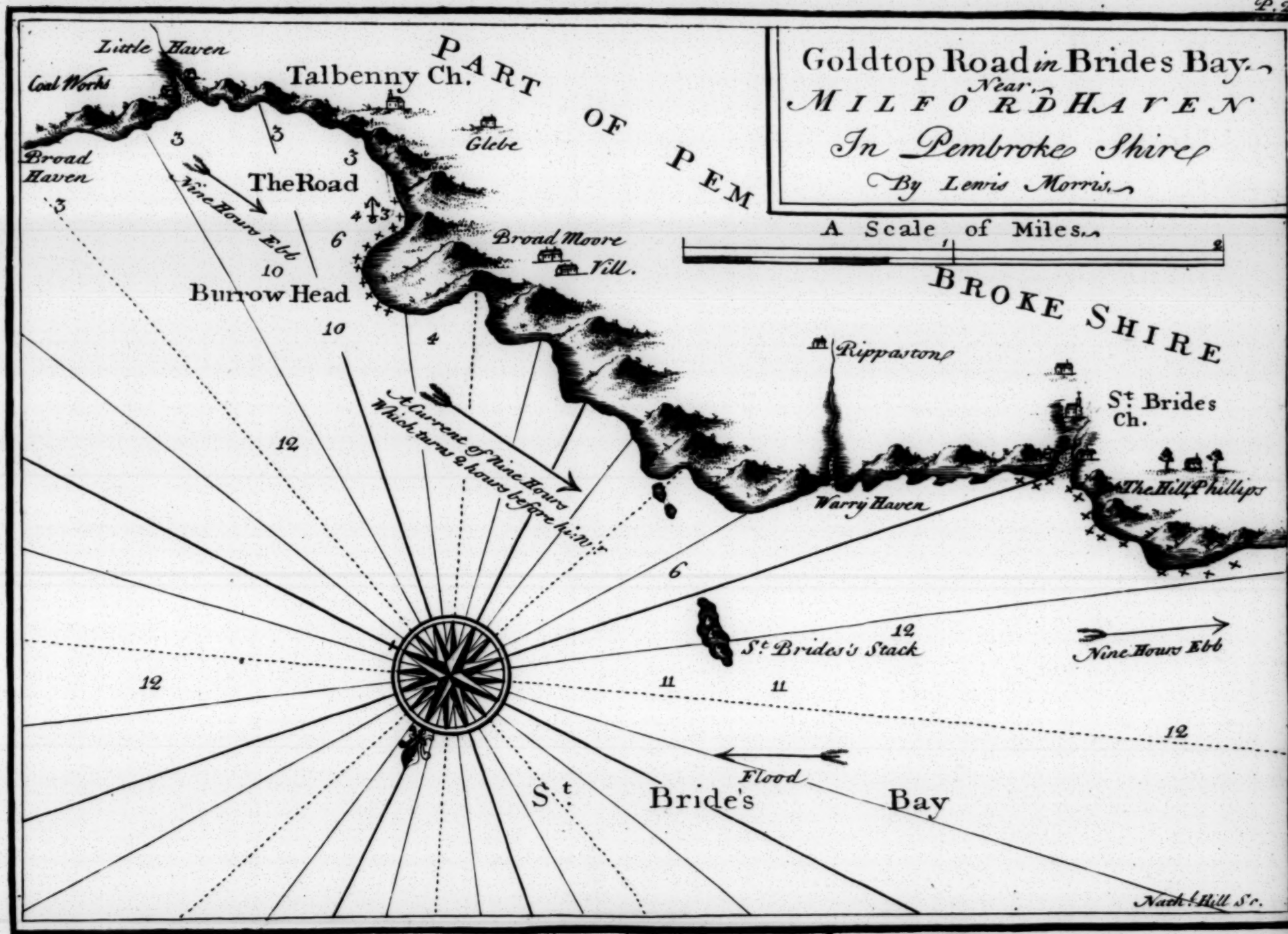
Published according to Act of Parliament Sep: 29. 1748

Solvach Bay & Harbour
In Brides Bay
Pembroke Shire
By Lewis Morris.

Scale of half a Mile.

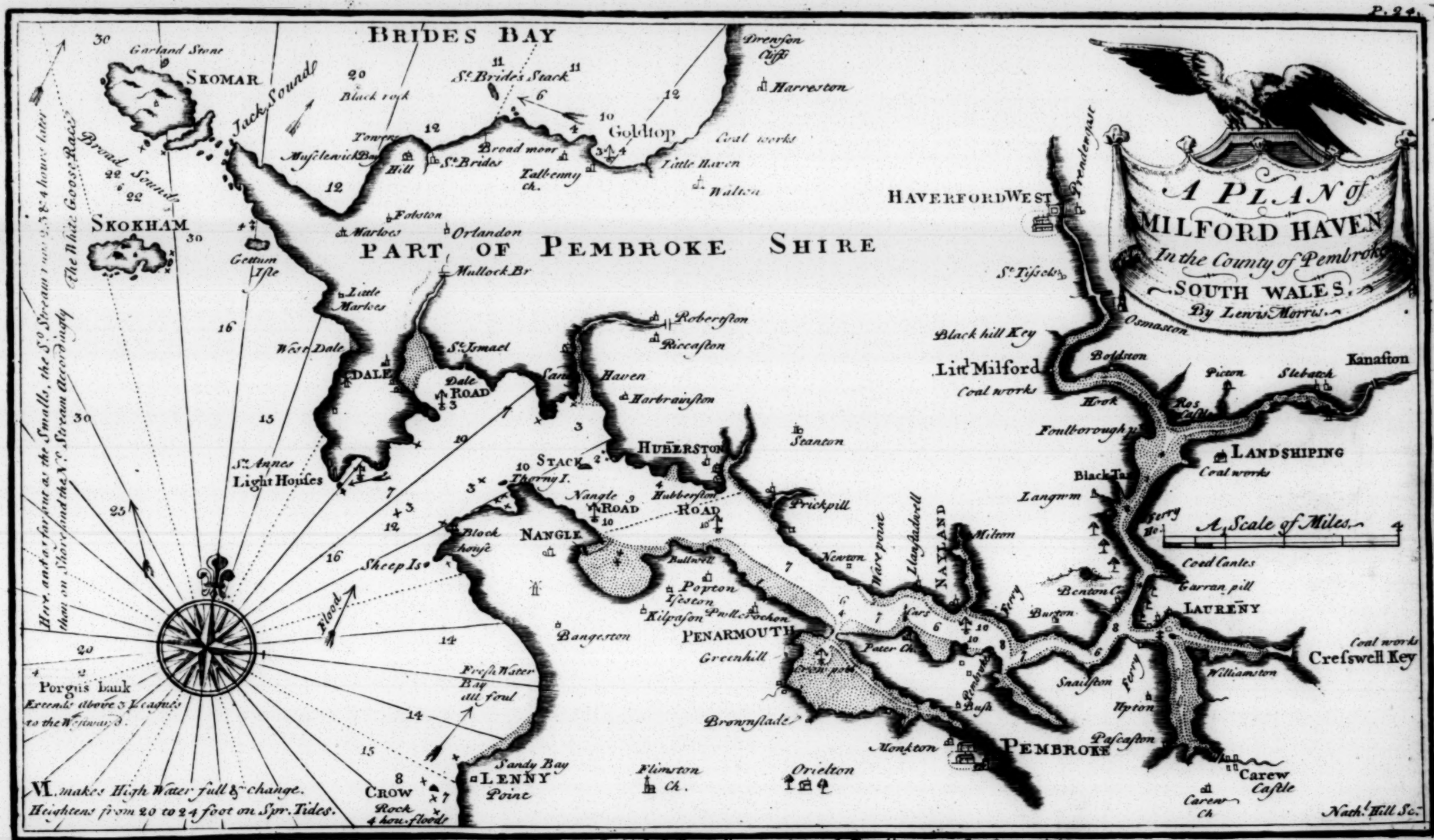


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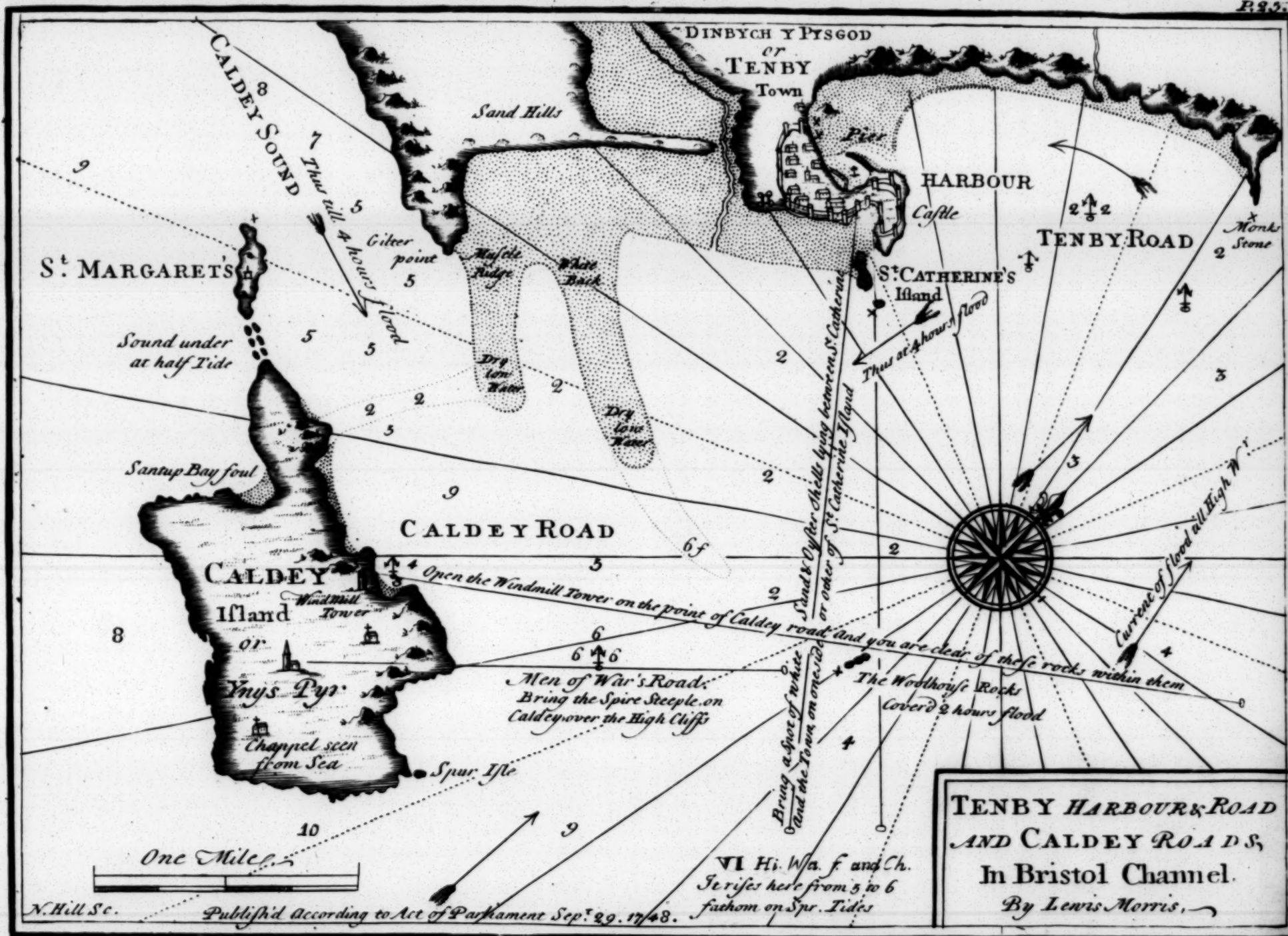





Fig. 1. A Lighthouse on an Island or Head-land, to direct Ships in the Night
A, the Grate B, the Lightman stirring the Fire.
C, a Crane to land the Coals.



Fig. 2. A Porcupine to clear old Bars.



Lines of Direction in the Plans, shewing Landmarks, thus 
Lying places in Harbours and Roads, thus 
The Stream of the Tide thus 

The Soundings are fathoms at Low water.
Except when f. shews feet.

The Bearings are by Compass Course, no
Variation of the Needle to be allow'd.

Fig. 3. A Buoy, always in the Deep
to shew the Channel.

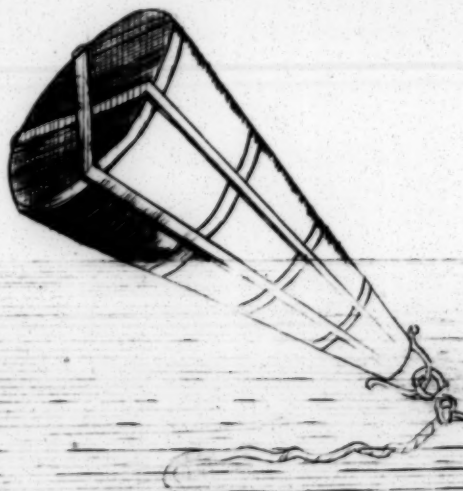
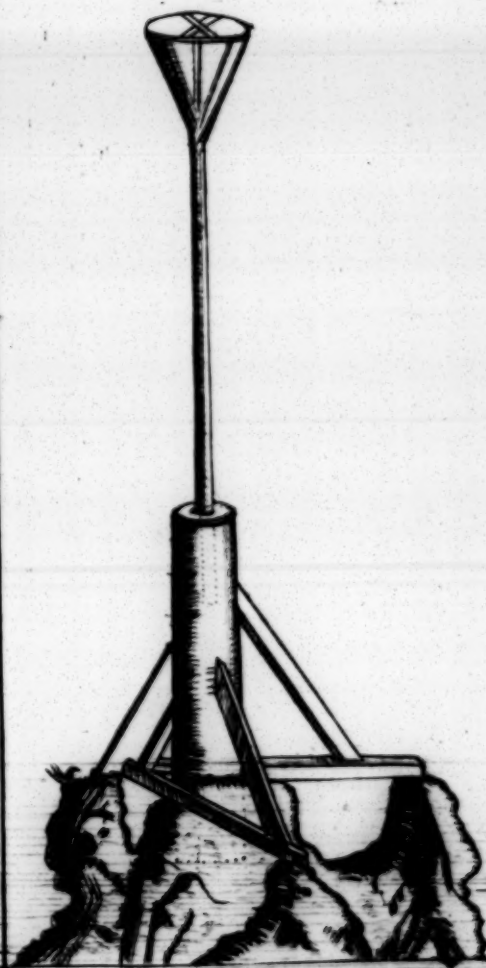
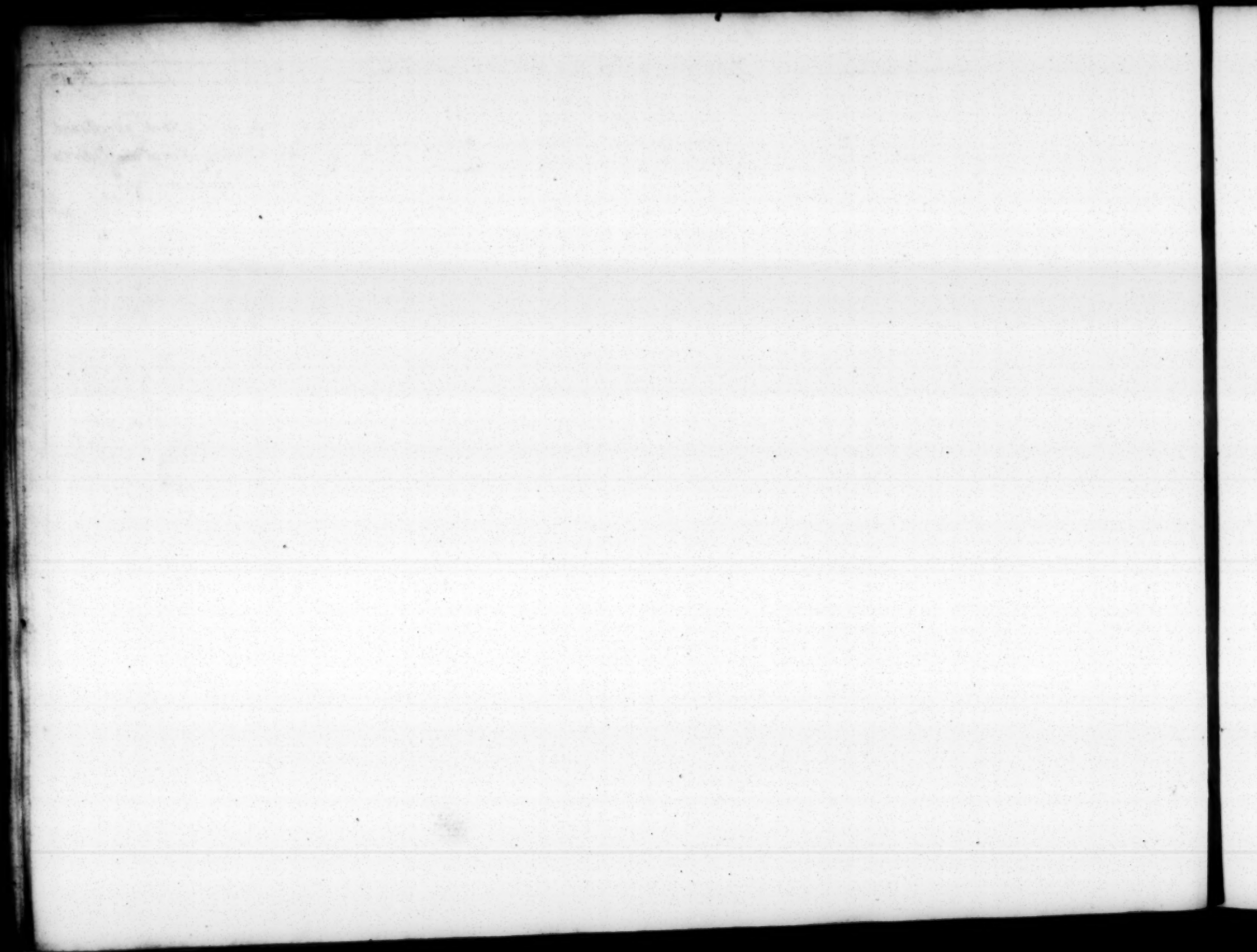


Fig. 4. a Perch upon a Rock, overflow'd
at a Certain time of the Tide to
shew the danger





OBSERVATIONS

RELATING TO THE

IMPROVEMENTS

That might be made in the HARBOURS whose
PLANS are here given :

TOGETHER WITH

Some Account of the NATURAL COMMODITIES and TRADE
of those Places.

CONWAY, in CAERNARVONSHIRE. *Plate II.*

IMPROVEMENTS.

THIS Harbour might be made very useful and convenient, at no great Expence, by rolling Porcupines, and piling the Entrance of the old Bar. (*Fig. 2. Plate XXVI.*) But in the mean Time, until that is done, a Buoy on the present Bar is absolutely necessary; which might be had at a very considerable Expence.

NATURAL COMMODITIES.

IN this Place, Corn, Timber and Oak-Bark, are in great Plenty. They clear out yearly at the Custom-house here, from Eleven to Twelve Thousand Bushels of different Kind of Grain.

They have also some Importations for the Use of the Country, as in all other Harbours on the Coast.

There is a vast Body of Marcasite up this River, with which Copperas is made; and it is probable there are Veins of Copper Ore near it.

A

This

This Place was famous some Time ago for Pearl-fishing; but now is much neglected, as it is upon all this Coast, where the Pearl Muscle is found in great Plenty.

There was formerly a great Copper Mine at *Llandudno*, near this Harbour, which now lies under Water; but it might without much Difficulty be recovered, by proper Engines: until a great Level be brought up, for which the Place is well situated. Mine-works, lying thus on the Sea-side, are, upon many Accounts, much preferable to those in the Inland Parts.

BEAUMARES Sound and Cross Road, in ANGLESEY. Plate III.

IMPROVEMENTS.

IT would be of great Service to the Northern Trade, to direct them in the Night into a safe Road, if the Tower on *Priestholme* Island (the Ruins of *Seiriol* Chapel) was converted into a Light-house. The Buoy and Perch there set up by a private Company, are sufficient Directors in the Day-time, to bring Vessels to *Cross* Road.

DIRECTIONS to Sail from *Cross* Road to *Fryer's* Road.

Fryer's Road is about a League S.W. by W. from *Cross* Road. Keep Sight of the Top of the Tower on *Priestholme* Island, that it may not be covered by the high End of the Island, and it will carry you clear of the Sands, Wears, and Stones on the Anglesey Side.

In the Night, or a Fog, take your Soundings from *Lavan* Sands, on your Larboard Hand.

When you open the Lane by *Fryer's* House, you may anchor in six Fathom, a stiff clay Ground, or lie aground on soft Mud.

NATURAL COMMODITIES and TRADE.

BEAUMARES was a Place of good Trade formerly, and might be so still, if the Inhabitants pursued it, it being an

excellent Harbour, well situated, and well supplied with the Gifts of Nature.

Here is Plenty of Corn, Butter and Cheese; and at *Penmon* they have a good Herring-fishery. All this Coast abounds with Oysters: Those of *Penmon* are fat and large, and famous for Pickling. They have also Muscles, Cockles, and other Kind of Fish, in great Plenty. On *Priestholme* Island, as well as in some other Parts of *Wales*, they have migratory Birds, called *Puffins*, which are pickled and sold for the Tables of the Great.

This is the *Anas Arctica* of *Clusius*, and the *Pica Marina*, or *Fratercula*, of *Gesner* and *Aldrovandus*; and hath many English Names, as *Pope*, *Mullet*, *Coulterneb*, *Golden-head*, &c.

N. B. This is not the same Bird as goes by the Name of *Puffin* in the Isle of *Man*.

At *Penmon*, and in that Neighbourhood, there are several Quarries of Mill-stones, of the Grit Kind, of which great Quantities are shipp'd off there.

There are several Veins of Lead Ore near *Beaumares*, but no effectual Trials were ever made upon them.

REDWHARF, in ANGLESEY. Plate IV.

IMPROVEMENTS.

THIS Place lying open to the North Westerly Winds, makes it necessary to have a small Pier, which might be made under *Portbllongdy*, for about Two Hundred Pounds; there being plenty of Stones at Hand, and all other Materials.

NATURAL COMMODITIES.

THIS is a noted Place for the Lime-stone Trade, which is carried on to all the neighbouring Countries; among which is found black and grey Marble in abundance, which bears a good Polish.

Here is a rich Sand for manuring, which is carried in small Sloops to all Parts of *Anglesey*, and which prepares the Soil in such

such a manner, that no Manure yields greater Crops of Oats and Barley, which are the chief natural Commodities of this Island, in general, for Exportation.

In this Bay there are Herrings in plenty, and other Kind of Fish, of which the Inhabitants here make great Profit.

At *Rhos Vawr* and *Bwlch Gwyn*, near this Place, there are noted Quarries of Mill-stones, of the Grit Kind, which are shipp'd off here.

At a Place called *Tŵll y wig*, in this Bay, there are large loose Planks of sound grey marble, thrown out of their Beds by the Sea: I found one of them to be three Foot thick, nine Foot broad, and twenty seven Foot long, which comes to 629 Cubic Feet; and as the specific Gravity of this Marble is 2.7, this Stone must weigh above forty seven Ton.

These Planks sawed, would make fine Columns for public Buildings; and it is a Wonder they escaped the Eyes of the proud Romans, when they governed Britain.

DULAS, in ANGLESEY. Plate V.

IMPROVEMENTS.

THE Entrance of this Harbour is narrow, and full of large loose Stones, which makes it dangerous going in and out.

Those Stones may be slung at low Water, and with the Tide brought ashore, to make a small Pier Head under *Tŷ'n y nant*: Then the Gravel from the South East Side of the Harbour's Mouth, thrown into the River, would widen it, and break much of the Rapidity of the Tide, occasioned by the great Indraght. This might be done for about Three Hundred Pounds.

NATURAL COMMODITIES and TRADE.

THIS Place is much frequented on Account of the Corn and Butter Trade, and Herring-fishery: And upon all this Coast they make Fern-ashes, which is sold to Soapboilers, Glass-houses, Smelting-houses, Refiners, &c.

At *Mynydd Paris*, not far from hence, there is plenty of a red-dish Okery Earth, something like Spanish-brown, but a far better bodied Colour for Painting.

Near *Dulas*, there are some Veins of Lead Ore, that have been but just discovered, but never wrought to Perfection.

A M L W C H.

DESCRIPTION.

THIS is a small Creek, two Miles to the West of Elianus's Point, in the North of Anglesey.

I did not think it worth while to publish a Plan of this, as it is now, because it is no more than a Cove between two steep Rocks, where a Vessel hath not Room to wind, even at High-water. But a large Vessel might be saved here, in Case of Necessity, provided the Mouth of the Harbour can be discovered, which is now difficult for a Stranger.

IMPROVEMENTS.

TWO White Houses, for Land-marks, one on each Side the Harbour's Mouth, would make the Entrance conspicuous to any Stranger; the Eastern-most *Mause*, a small Island near the Place, being a good Direction till you come close to the Shore.

TRADE.

HERE Vessels load Corn, Butter, Cheese, &c. and here the *Liverpoole* Pilot-Boats lie afloat, to be ready to meet any Vessels in the Offing.

KEMLYN, in ANGLESEY. Plate VI.

IMPROVEMENTS.

A Small Pier might be made here, to make a safe lying Place for Coasters; there being Plenty of Stones upon the Spot: Here also is a convenient Place to make a small Dock, Nature having

having laid out the Lines of one ready to our Hands.

TRADE and NATURAL COMMODITIES.

SMALL Vessels in the Corn, Cheese and Butter Trade frequent this Harbour. Near this Place is the famous Quarry of the Stone *Asbestos*, a beautiful Marble, in which is had the *Linum Asbestinum*, called here *Salamander's Wool*; being a Substance like Flax, that will bear common Fire. It is mentioned by *Pliny* in his *Natural History*, and others; who say, the Antients made Cloth of this Fossil Flax, in which they burnt the Hearts of their deceased Princes, to preserve the Ashes.

Not far from hence I have observed a Vein of yellow sulphurous Copper Ore, which hath never been worked.

At *Llanbadrig*, about a League to the Eastward of this Place, there is a great Body or Vein of stony Oker, of various Colours, Red, Yellow, Blue, &c. and an extraordinary fine white Clay, of the *Cimolia* Kind. Painters, Potters, Stone-cutters, Miners, &c. may find here Materials that may be of Service to them.

HOLY-HEAD, in ANGLESEY. Plate VII.

DESCRIPTION.

THIS is the Station of the Packet-Boats that carry Mails between England and Ireland.

One of the three Packet-Boats sails for Dublin with the English Mail, every Monday, Wednesday, and Friday; and returns from Dublin with the Irish Mail, Sundays, Wednesdays, and Fridays, Wind and Weather permitting.

This is also found to be a very convenient Harbour for the Northern Trade, when taken short by contrary Winds: But as it is only one of the Rough-draughts of Nature, which shewed what ought to be done, (and Men never gave it a helping Hand) it is on N.W. Winds no good lying Place for large Shipping.

If this Harbour was repaired, and Warehouses built here, it would be a very convenient Place for the Irish to import their Goods that pay

English Duty, being within a few Hours sailing to the Coast of Ireland, and the Dublin Merchants might have the Convenience, by the Packet-Boats, of going over to see their Goods landed.

IMPROVEMENTS.

A Pier might be run out to the S.E. from the Salt-house, on the South Point of the Salt Island, within which, large Vessels might lie afloat: Also the North Sound, and the Sound of *Parry's Island* ought to be walled up, which would prevent the Swell in the Harbour. This may be done with the Expence of between Four and Five Thousand Pounds.

TRADE and NATURAL COMMODITIES.

IN the Year 1747, there was shipp'd off here of different Kind of Grain, Twenty two Thousand Bushels.

The other natural Productions and Commodities of the Place, are Butter, Cheese, Bacon, Wild Fowl in abundance, Oysters, Lobsters, Crabs, Razor-fish, Shrimps, Herrings, Cod-fish, Whiting, Whiting Pollacks, Blackings, Sea Tench, Turbot, Soles, Flounders, Rays, and other Fish in plenty.

Here is a Plant growing on the Sea Rocks, called by the Natives *Gwymmon*, (in English *Tang*) of which they make great Profit, by burning it into a Kind of Salt, called *KELP*; one of the Ingredients in making Glass, and used also in Allum Works.

Sampier, a well known Pickle, grows here in the Cliffs of the Sea Rocks; remarkable for this, that it hardly ever grows where Men can come at it, without being let down in Ropes.

In this Neighbourhood there is a large Vein of white Fullers Earth, and another of yellow, which might be useful to Trade.

There was a Salt-house formerly erected on the Island, in the Entrance of *Holy-Head* Harbour, and an Act passed the 6th of *Queen Anne*, to permit Rock Salt to be used here, to strengthen Sea Water: The Place was well situated for that Purpose, but for want of proper Management the Work fell to decay, and hath not been since attempted.

SKERRY LIGHTHOUSE.

DESCRIPTION.

THIS Light-House lies on the Island of Skerries, about three Leagues N.N.W. of Holy-head Harbour, and about half a League from the Main: It was first erected by a private Gentleman by Patent; but by an Act of Parliament passed in the Year 1730, there is a Duty of one Penny per Tun laid on British Vessels passing it, or crossing the Channel, and 2 d. a Tun on Foreigners.

This Light may be seen seven or eight Leagues off, and is of great Use to Navigation.

NATURAL PRODUCTIONS.

IN this Island, and also at the South-Stack near Holy-head, PUFFINS breed in Plenty, which come in a surprizing Manner all in a Flock in the Compass of one Night; and after the same Manner, when their Season comes, depart till next Year.

Here Sea-Tench, Whiting-Pollacks, and other Fish, are taken with Angling Rods from the Cliffs of the Sea Rocks; and in Summer-time Blackings or Cole-fish are in such Plenty here, that the Light-men standing upon the Point of a Rock have frequently taken them up with Baskets, as they passed by.

ABERFFRAW. Plate VIII.

THIS Village is noted for being once the Seat of the Princes of North Wales.

IMPROVEMENTS.

A Pier of twenty or thirty Yards on *Trwyn-Du* would make this a good Harbour, and would be useful to Strangers who are often inbay'd here.

TRADE and NATURAL PRODUCTIONS.

COASTING Sloops frequent this Place, to load Corn, Butter and Cheese; here are also Oysters, Whittings, and other Fish in Plenty.

The Sand of this Place is good Manure, and is carried upon Horses for some Miles into the Country.

At *Llangwyvan*, in this Neighbourhood, (one of the Seats of *Owen Meyrick*, Esq;) there is a Quarry of white Marble which bears a good Polish, and which probably might do for Statuaries.

MALLDRAETH. Plate VIII.

IMPROVEMENTS.

A Pier might here be erected at *Dinas-Lwyd*, which would make a safe lying Place for large Vessels, and a small Pier under *Bodorgan*, for Vessels in the Coal Trade, which would make this a Place of Consequence; the whole Expence would come to about a Thousand Pounds; or, by contracting the entrance of *Malldraeth* from *Llanddwyn* towards *Dinas Lwyd*, most of the Sand might be taken in by degrees, and converted into Meadows, and an excellent Harbour would of Course be formed here.

NATURAL COMMODITIES.

CORN, Butter and Cheese are in great plenty here, and most kind of Fish; also Freestone for Building; and at *Llanddwyn* a Green Stone with white and red Spots, which will bear a Polish. There they have also a kind of Sea Spurge, which they use to die Wool Yellow.

At *Llangeinwen* there are some Veins of Lead Ore, and but very slight Trials made upon them: I have observ'd there, a ponderous ruddy Spar in plenty, (whose specific Gravity is 4.25.) and which no doubt contains some Metal.

Up this River there are several Coal-works, most of which have been work'd but a few Yards in Depth, being much troubled with Water, and no Engines ever used here.

Here is one Vein of Coal that is free and bituminous, of that Kind which is called Run Coal, and soon moulders in the open Air.

Another Vein very hard, something resembling the Stone-Coal of *Pembrokeshire*: Another of Canal-Coal: Another resembling

bling Culm, but not of the Culm Kind, for this Cakes on the Fire.

At *Hirdrefaig*, *Glan y Gors*, *y Nant*, *Tyddyn Mawr*, *Ty ben* and *Penrbyn*, these Veins seem to have been discover'd first, where they appear'd to the Day; and where there is one Vein of Five Yards thick, one of Two Yards, and others less.

These take their Range South Westerly through the Marshes, and the Bog called *Cors Ddygai*, and again at *Pentre'r Lludw*, have been discovered on high Ground, on the West side of the Bog.

If all this low Ground was drain'd, and Banks rais'd along the Course of the Veins, to keep out the Tide and Freshes, there might be immense Treasure got here.

These Veins it is probable strike over *Anglesey* to the Eastward, and to *Flintshire*; for I have observ'd some Signs and small Strings of Coal in the Cliffs at *Penrbyn Saffnas* near *Beaumarès*.

REMARKS upon the PRODUCTIONS of ANGLESEY in general.

THERE are many Commodities in this Island which cannot be appropriated to any particular Harbour, such as Honey, Wax, Tallow, Hides, Woollen Cloth, Linnen Cloth, &c. But the Principal are CORN and CATTLE.

Roberts, in his Map of Commerce, published about One Hundred Years ago, says, that *Anglesey* sent then to the *English* Markets about Three Thousand Head of Cattle yearly. But they have improved so much in Husbandry, since his Time, that they amount now to about Fifteen Thousand; besides, at least Five Thousand Hogs, and a great Number of Sheep: And after the Fairs are over yearly, it is computed that the Stock of the Island is at least Thirty Thousand Head of Cattle.

The Beef of this Island is found more solid and sweet than that feeding on Ranker Grass, and it is probable would be found in the End to be cheaper to victual Ships for long Voyages, than more flabby Meat, which is subject to be destroyed by Salt, and to shrink in the Boiling.

There are also several Articles in the Inland Part of the Island which cannot come properly into these short Hints, being rather the Subject of a Natural History, than of a Sketch of this Kind. But having already survey'd the Sea Coast, I intend to publish the Natural History and Antiquities of this Isle of *Anglesey* or

Mona, my native Country, with a large Map thereof; having for many Years been making a Collection of the Productions of the Island for that Purpose, viz. Ores, Minerals, and other Fossils, Vegetables, Animals, &c. Also Inscriptions, Coins, and Antient Manuscripts.

CAERNARVON. Plate IX.

IMPROVEMENTS.

THIS Bar is so far from the Shore, that in Foggy Weather Landmarks are but of little Use; and as it is also a shifting Bar, a Buoy is very much wanted on it. But the best Improvement would be to roll Porcupines over the old Bar, which is now choaked up. See Fig. 2, and 3. Plate XXVI.

Many Vessels choose this Channel between *Anglesey* and the Main, to save going about *Holy-head*; but they generally take a Pilot to go through the *Swellly*, which cannot be passed but on slack Tide.

NATURAL PRODUCTIONS and TRADE.

THE chief Commodities here are Corn and Slates. They ship off yearly of different Kinds of Grain from Twenty to Thirty Thousand Bushels.

Their Slates are of the Blue Kind, very light and convenient for Houses lightly timber'd, and the most durable in the Weather of any yet discovered in this Part of the World: Of these they send yearly to *Ireland*, *London*, and other Parts of *England*, at least Four Million One Hundred Thousand; or according to their Account, Four Thousand One Hundred Thousands.

Not far off on the *Anglesey* Side they have Plenty of Limestones, and near *Moel y don* on the *Caernarvonshire* Side, there is a large Bed of a beautiful small grain'd white Freestone, which supplies all the Artificers in this Part of the World with Whetstones: The hardest of it, if used with Oil, is little inferior to the *Turkey* Oilstone. They have Fish here in great Plenty, such as Salmon, Cod, Whittings; all Kind of Flat-fish; Oysters, Muscles, Cockles, &c.

Here

Here is a Woollen Manufactory lately set up, which 'tis thought will answer; the Place being well situated for it.

They also ship off considerable Quantities of Butter, Cheese, Honey and Wax.

There are several Veins of Lead Ore lately discovered near *Snowden-Hill*, not far from hence; which by their Situation, it is probable, will make great Works.

The S W E L L Y.

DESCRIPTION.

THIS is a dangerous Part of the Straits of *Menai*, an Arm of the Sea between *Anglesey* and *Caernarvonshire*. It is called by the *Welsh*, *Pwll Keris*, a Name borrow'd (it is likely) from the *Roman Charybdis*, such another dangerous Place as this on the Coast of *Sicily*.

The Opposition of Rocks and Islands, and the Narrowness of the Channel, occasions great Overfalls, violent Currents, and Whirlpools here, while the Tide of Flood or Ebb makes strong: And it is not to be meddled with but upon slack Tide. The Tide coming from *Caernarvon* Bar flows here sooner by an Hour and a Quarter than the Northern Tide at *Beaumarès*, and makes an Overfall at *Carreg y Pwll*, of about Six Foot, till it has flow'd about Four Hours; the Tide from hence rushing with great Violence as far as *Penrbyn Safnas*, near *Beaumarès*, meets the Northern Flood, which conquers it by Degrees, and about an Hour and a Quarter before it is High-water at *Beaumarès*, the Tide turns in the *Swelly* towards *Caernarvon*, which is the best Time to pass there, being then all quiet. But this nick of Time must be carefully observ'd by large Ships, taking the Advantage of a fair Wind and a good Pilot. It is common for small Sloops to turn to Windward, among these Islands, when the Wind is scarce; but it is not adviseable for large Vessels to attempt it.

At low Water Spring-tides there is not above seven or eight Foot deep in the best of the Channel in that Spot; so that it would not be impossible to make a Bridge there, to join the two Counties.

But what is now really wanted, is to make there a better Passage for Ships, which would be of infinite Service to the Trade of *Cheffshire*, *Lancashire*, *Cumberland*, *Scotland*, *Ireland* and *Wales*, as is well known to the Inhabitants of these Maritime Parts.

IMPROVEMENTS.

ALL that comes dry between high and low Water Mark of the Skirts of *Carreg y Frydain* ought to be blown up and carried off; and the Point on the main Land opposite to it on the *Caernarvonshire* Side cut down after the same Manner, which would widen the Channel, streighten the Current, and consequently lessen the Velocity, and would prevent Vessels sticking on the Rocks, and overfetting. The *Cribiniau*, which are Half-tide, and Three-quarter-tide Rocks, ought also to be made steep too, to the very Tops, if not entirely carried off. *Carreg y Pwll*, which is also a Three-quarter Tide Rock, and makes the worst Part of the *Swelly*, ought to be blown up on the South Side, as far as High-water Neap-tides (which is within four or five Foot of the Top of it) and a Stone Perch sunk in it; the Point on the Main to be cut after the same Manner with that opposite to *Carreg y Frydain* before mentioned.

Two Thousand Pounds would make a great Improvement here if properly applied; the Chief of the Expence being Men's Labour, which is very reasonable in this plentiful Country.

PORTHDINLLEYN and NEVYN. Plate X.

IMPROVEMENTS.

A PERCH (Fig. 4. Plate XXVI.) is wanted here on *Carreg y Chwistlen*.

The Pier at *Porthdinlleyn*, which (I am inform'd) was begun to be rais'd by a Gift of Six Hundred Pounds from KING GEORGE the First, but never finish'd, will be soon in Ruins, if not looked after, and the Harbour will be quite destroy'd.

The Pier at *Nevyn* is very useful for the Herring-fishery, which was rais'd by Contribution, but chiefly by the Generosity

ABERYSTWYTH. Plate XVII.

DESCRIPTION.

THIS is one of the greatest Fisheries in *Wales*; but there is at least one half of the Season lost for want of a good Harbour; which also would be very convenient in this Bay for the sake of Shipping, that are often drove in here by Strefs of Weather, and stranded or lost.

Aberystwyth Bar is often choaked up, so that the smallest Vessel can neither pass nor repass; and all the Vessels in the Harbour are obliged to lie there, till a Land-flood from the Rivers *Rbeidiol* and *Tŷwyth* sets them at Liberty.

IMPROVEMENTS.

A Pier Head of Timber carried to Sea, on the West Side of the River, would probably keep it within its Bounds: But if a Passage was cut for the River *Rbeidiol* through the Beech, under or near the Castle, where it seems it hath been in antient Times, it would make here a very convenient Harbour; but this must be also defended by a wooden Pier on the West Side of the Entrance.

At the *Weg* (c. br. *Wig*) on the North Side of the Town, a Pier of Stones might be run out on the Ridge of Rocks there, and a good Harbour made, at the Expence of about Four Thousand Pounds. The River *Rbeidiol* may be brought there with a very small Expence, to fill a Bafon for Back-water.

NATURAL COMMODITIES and TRADE.

THE chief Commodities of this Place are Herrings and other Fish, Lead Ore, Wool, Timber, and Oak Bark.

Of the HERRING-FISHERY.

IN this Bay there are employed, during the Herring-fishery, Fifty nine small Sloops out of *Aberystwyth*; and between *Aberdovey*, *Borth*, *Aberaeron*, and *Newkey*, Thirty eight more; in all Ninety seven. The Fishery generally begins in *September*, sometimes sooner, and holds three or four Months. The rest of the

Year they are employed in the Coast and *Irish* Trade, with some few larger Sloops they have to carry Lead Ore, Timber, and Bark.

I cannot help taking this Opportunity to mention, what I have seen at *Aberystwyth*, under all the Inconveniencies of a bad Harbour, and the lack of many other Necessaries that are required to carry on properly this most valuable Branch of our native Trade.

Octob. 5. 1745. Forty seven Fishing-Boats, of about twelve Ton each, (being as many as could get out that Tide, because of the heavy Sea on the Bar) took among them 2160 Maces of Herrings, which, at 126 to the Hundred, and five of *those* Hundreds to the Mace, come to 1,360,800 Fish; and allow nine of these Hundreds to a Barrel of 32 Gallons, makes One Thousand One Hundred and eleven Barrels, all in one Night. This would often happen if they had a convenient Harbour.

This Place supplies also the very middle of *England* with fresh Herrings, which they carry off in great Quantities, at least equal to, if not more than what they cure.

There are very few Pilchards found among the Herrings upon this Coast; which shews that Fish, as well as Men, have their particular Countries allotted them.

During the Herring-fishery, they have such a Glut of Cod, Whiting Pollack, Whiting, Ray, and other Fish, that they set but a very little Value upon them.

Of BOTTLE-NOSES and PORPESES.

IN this Bay, at *Morfa Bach*, in the Year 1732, a Shoal of One Hundred and thirteen Bottle-noses were stranded on the Rocks, and left a Prey for the Country, who made great Profit of them, by making Oil of the Blubber.

The largest of these Fish, which was about fifteen Foot long, had a Slug of Lead in his Head, having been wounded by a Gun, but not mortally; which it seems was the Reason of the others hunting him so eagerly, that they ran themselves upon the Rocks. It is remarkable, that when a Porpefs or a Bottle-nose is wounded, the rest of the Shoal fall upon him, and devour him.

These Bottle-noses, as well as Porpefses, are seen in great Shoals in this Bay, and all this Coast, hunting after the Herrings, and other small Fish.

As

As Naturalists have not made a Distinction between Bottle-noses and Porpoisses, it may not be improper to give the following Account of the Difference between them.

The Snout of the Porpoise is sharp, and comes to a Point like a Cone; the Snout of the Bottle-nose is blunt, and they also grow to a larger Size than the Porpoise, and have more Blubber upon them, and each Kind go in Shoals by themselves.

It is generally observed, that when the Porpoisses play, there is one much larger than the rest among them, as if he was their King or Leader.

The Natives here call them in general *Llambidyddion* (q. d. *Tumblers*) and *Pysgod duon*, (*Black Fish*) but they are seen of various Colours; whitish, speckled, and black: and Fishermen say, the older and larger they grow, the blacker they are.

There might be great Profit made of these Fish, if there was a proper Method of taking them.

Of the MONK-FISH.

THIS Fish breeds in plenty about *Sarn Gynfelyn* and *Sarn y Bwch*; and is called by the Natives *Maelgi*. It grows to the Size of a Man, and frequently pops its Head out of the Water; which probably gave rise to the Story of the Mermaid.

This is the *Squatina*; and is called in some Parts of *England* the *Monk-fish*, or *Angel-fish*.

It is taken in Nets made of small Ropes, with about ten Inches Mesh, and is reckoned a delicious Dish.

Of the BLUE SHARK.

THESE Fish are common in these Seas, and grow to about five Yards long: But it seems they are not so voracious as the White Shark, for I have heard of no Harm these have done, except destroying of Nets. The Liver of this Fish fills almost the Cavity of the Body, and is so tender, that the Heat of the Sun will turn it into Oil.

Of the LEAD and SILVER MINES of this Country, and the LEAD ORE Trade at ABERYSTWYTH.

THIS Harbour is the Place where most of the Lead Ore of *Cardiganshire* is shipp'd off: But they often meet with Difficulties

and Disappointments on account of the Badness of the Bar.

It will not be improper here, as we had an Occasion to mention Lead Ore, to give a short Account of the Mines of this Country.

Cardiganshire is a Country abounding with Veins of Lead and Silver Ore; *i. e.* Ore so rich in Silver, that it produces from seventy to eighty Ounces of Silver in a Ton of Metal. This extraordinary Bounty of Nature hath been so much neglected and overlooked by us, (as well as the *British* Fishery) that we choose to rummage the East and West *Indies* for Money, rather than to go fifty or an hundred Yards under Ground in our own Island, where, with proper Management, we may find the very Thing we so much strive for: In this we imitate Mr *Selden's* Butcher, who fought about for his Knife when he had it in his Mouth.

Some *Germans* in Queen *Elizabeth's* Time worked these Mines to good Profit; and Sir *Hugh Middleton*, in *James the First's* Time, made a vast Fortune here, which he spent in bringing the *New River Water* towards *London*. He cleared Two Thousand Pounds a Month for some Years out of one Silver Mine here; and after him Mr *Edm. Busbel* (a Pupil of Sir *Francis Bacon's*) made an immense Fortune out of this and other Mines in this County, so that King *Charles the First* allowed him to set up a Mint in the Castle of *Aberystwyth*, for the Convenience of paying his Workmen; made him Governor of the Isle of *Lundy*, to secure his Shipping; made him a Present of the Duty of his own Lead, and made him Farmer of the King's Duties on Lead.

Mr *Busbel*, out of the Profit of these Mines, made the King a Present of a Regiment of Horse, (in the Civil Wars) clothed the King's whole Army, and lent Him 40,000 Pounds; but falling in the general Ruin of the Party, the chief Mines have ever since laid under Water, though easily recoverable.

After these Gentlemen; the Company of Mine Adventurers of *England*, were the first that laid out any considerable Sums of Money to work Mines in *Cardiganshire*; wherein they succeeded very well, till they fell out among themselves, which hath been a great Hindrance to their Works in that Country, and to Mining in general.

Some private Adventurers have since worked here to good Profit.

fit; but not laying out a proper Stock they could not expect great Things.

Since our knowledge in Engines, and other Arts and Sciences requisite to make ourselves Masters of the Art of Mining, increases daily in *Britain*; it may be hoped *our* Manufactures of our own Natural Commodities, may one Time or other flourish, for the Benefit and Honour of the Nation.

CAER WYDDNO. DESCRIPTION.

THIS is a Spot of foul Ground lying about two Leagues N. W. of *Aberystwyth*, which comes dry on some low Veres, and is very dangerous.

There is a Tradition that this was formerly dry Land, part of *Cantre' Gwaelod*, belonging to *Gwyddno Goronbir*, a Nobleman mentioned in the Writings of *Talieffin*, and others of the Poets. See *Sarn Badrig*. p. 8.

Here is a Ridge of shole Ground from this to *Gwallog*, called *Sarn Gynfelyn*, which makes the Bay of *Aberystwyth*, and covers the Herring-fishery.

N. B. *Cynfelyn* is a Man's Name; the same that Roman Writers have turned to *Cunobelinus*.

IMPROVEMENTS.

A PERCH might be erected on *Caerwyddno*, which would be of very great Service to Navigation.

CRIBACH ROAD. DESCRIPTION.

BETWEEN *Aberystwyth* and *Cardigan*, two Leagues to the East of *Cardigan* Island, lies *Cribach* Road, which was much frequented by the French Privateers in Queen Anne's War, which shews how well that Nation were acquainted on our Coast. It is a snug Road for small Vessels, and a good Outlet.

IMPROVEMENTS.

A SMALL Pier might be made at *Cribach* with a very inconsiderable Expence, which would be of great use to the Herring-fishery.

CARDIGAN. Plate XVIII.

IMPROVEMENTS.

A Buoy is wanted here on the Bar, or else a House or Turret erected on the Hill, in a Line with *Pen'r Ergyd* and the Bar.

An excellent Harbour might be made at *Pen'r Ergyd*, by running a Pier to the South West; which might be done for about Five Hundred Pounds.

NATURAL PRODUCTIONS.

THIS Place is noted for the Salmon-fishery; and up this River the King's Wear of *Kilgerran* (c. br. *Cil Geraint*) lies.

One of our Historians (*Girald. Cambr.*) says, there were Beavers here in his Time, which are now succeeded by Otters in plenty.

This is a considerable Corn Country, and they clear out at the Custom-House of *Cardigan* yearly to be shipp'd off, of Wheat, Barley, Malt, Oats and Oatmeal, about Fifty Thousand Bushels.

NEWPORT. Plate XIX.

DESCRIPTION.

THIS Bar is now very dangerous by the River's being drove to the Rocks on the South Side; there are old Piles to be seen at low water Mark where the Bar hath formerly been, and where it still ought to be.

IMPROVE-

IMPROVEMENTS.

ROLLING of Porcupines over the Sand, to bring the River into its original Channel, is the only Improvement that can be made here at present.

NATURAL PRODUCTIONS.

CORN and Butter are here in plenty, as also Herrings and other Fish.

In this Bay there is a Quarry of Slates, which supplies all this Coast; and not far from hence there is a Vein of Allum Earth, never worked.

FISCARD. *Plate XX.*

IMPROVEMENTS.

HERE might be made a small dry Harbour for the Fishery, and other small Vessels, by repairing the uppermost Pier, and extending it twenty Yards; which may be done for about Two Hundred Pounds.

Of FISCARD ROAD.

OUR Twenty-Gun Ships, in Queen Anne's War, have often run into *Fiscard* Road in a Storm; and Vessels may lie well there in five or six Fathom Water, if they have good Ground Tackle, the Ground being strong blue Clay and Sand: But upon Northerly Winds they must lie close in-shore, the Swell being very great.

IMPROVEMENTS.

THIS might be made an excellent Road, by filling up the Sound between the Rocks, called the *Cow and Calf*, and the Shore; the Expence would not be above Five Thousand Pounds, there being plenty of large loose Stones near at Hand.

NATURAL COMMODITIES.

THIS Country abounds with Corn; and between this Place

and *Newport*, they cure Yearly about a Thousand Barrels of Herrings.

RAMSEY ROADS. *Plate XXI.*

IMPROVEMENTS.

HERE are two Perches wanted, one on the *Horfe*, the other on the *Horfe-shoe*, two dangerous Rocks: These would make the Passage safe for all Vessels; and would be very convenient on Easterly Winds, to save going round the Islands.

NATURAL PRODUCTIONS.

SEALS breed in plenty about these Islands, and great Profit might be made from their Skins and Oil.

Here are also Puffins, Razor-bills, Guillemots, &c. as there are in *Bardsley*, and other Islands on this Coast.

SOLVACH. *Plate XXII.*

DESCRIPTION.

THIS is an excellent Harbour for small Vessels, but wants much Improvement to make it of general Use.

This Harbour, if it was mended, would be very useful for Vessels drove by Strefs of Weather into *Brides* Bay, which is often the Case: But as it is at present, it is impossible for a Stranger to find out the Entrance of it; the Rock in the Mouth of it, and the High-lands about it, making it appear like one solid Cliff, tho' there is three Fathom at Low-water between those Rocks.

IMPROVEMENTS.

A white House, or Turret, ought to be erected on the high Ground on *St Elvis's* Point, and another on the opposite Side of the Harbour, which might be seen from any Part of the Bay.

Some Stones in the Mouth of the Harbour ought be blown up,
E and

and the South Point of the Entrance entirely carried off, as far as High-water Mark.

All this would not cost above Two Hundred Pounds.

NATURAL PRODUCTIONS.

THIS is a plentiful Corn Country; and within half a Mile to the East of this Harbour there is a Lead Mine discovered, but never wrought.

GOLD TOP. Plate XXIII.

IMPROVEMENTS.

A Pier of twenty Yards, upon *Burrow-head*, would make this Road a very safe one in three or four Fathom Water; and the *Beech*, by that means, would be cleared of the large loose Stones which now cover it.

This might be done for about Two Hundred Pounds.

NATURAL PRODUCTIONS.

THERE are several Coal-works in this Neighbourhood, which would make this a Place of Trade, if it was in better Order; but even as it is, a Vessel in Distress will find it useful.

MILFORD HAVEN. Plate XXIV.

DESCRIPTION.

THIS is reckoned one of the most extensive and best Ports in His Majesty's Dominions; consisting of as many Roads, Harbours and Creeks, as would perhaps contain all the Vessels in the World; But there are many Harbours here that want Repair, and some notable Improvements might be made in them, if undertaken by the Publick. And if the Legislature would contrive a Fund to repair Harbours and Roads, without laying an additional Tax upon Shipping, which is thought by Sailors to be sufficiently burthened already, it might be a Means to raise the

Spirit of Trade in many Places, where the Inhabitants are now utter Strangers to it.

NANGLE ROAD, in MILFORD HAVEN. DESCRIPTION.

THIS is one of the Roads where our Men of War and other large Ships lie.

At about half Flood, all *Nangle* Slutch is covered; about the Middle of which Slutch or Ooze there lie a Parcel of straggling Stones, called the *Oyster-Rocks*; most of them loose, and about four Foot high; which makes the Place very dangerous for Vessels that are obliged to run in there, when it blows too hard in the Road: And the more so, because they do not appear at low Water Neap-Tides; being Quarter-tide Stones.

IMPROVEMENTS.

THESE, and the Stones on *Nangle* Point, may be removed at the Expence of One Hundred Pounds.

DALE ROAD and Harbour, in MILFORD. DESCRIPTION.

THIS is a ready Outlet for small Vessels, where they may ride in two or three Fathom at low Water.

IMPROVEMENTS.

THE Pier, which lies now in Ruins, would be very useful to Trade if it was repaired.

Of the STACK ROCK and BLOCK-HOUSES in MILFORD.

DESCRIPTION.

IN the Time of Queen *Elizabeth*, before the *Spanish* Invasion, there were two Forts begun at the Entrance of *Milford*, one on each Side, called *Nangle* and *Dale* Block-Houses; but were never finished.

The

The Situation of these Block-Houses was very ill chosen, since they would annoy our Friends as well as Foes: For, a Vessel being commanded to bring to, before she is well in the Mouth of the Haven, or in any Safety, may be either drove ashore on the Rocks, and be lost, or at least miss the Harbour.

THE STACK Rock is always above Water, and lies near the Middle of the Entrance of the Haven, between *Nangle* and *Dale*.

IMPROVEMENTS.

A small Fort might be built on the Stack, and another on Sandy Haven Point, which would command the Entrance of *Milford* Haven, and not prejudice our own Shipping.

PENNARMOUTH, in MILFORD.

DESCRIPTION.

THIS is the Mouth, or Opening, of that Branch of the Haven, upon which *Pembroke* Town lies, where the Custom-house of *Milford* is kept. The Entrance or Breadth between Rock and Rock, is but Two Hundred Yards at high Water, and One Hundred and Twelve Yards at low Water; and from Nine to Twelve Foot deep.

IMPROVEMENTS.

THE Navigation up this River, to *Pembroke* Town, is much impeded by the Rubbish of the Lime-stone Quarries being thrown into the River; which ought to be remedied, or the Place will be stopp'd up in Process of Time.

Within *Pennarmouth*, a Dock might be made, which would contain all the Vessels in *England*, and which would be perhaps the greatest Thing in the World of that Kind.

The CARRS, in MILFORD HAVEN.

DESCRIPTION.

THIS is a Ridge of rocky Ground, that runs almost cross *Milford* Haven, from *Paterchurch* towards *Llanstadwell*, where it makes the Channel narrow, and difficult for Strangers to

follow; and as it doth not appear at low Water Neptides, it makes the Place more dangerous.

IMPROVEMENTS.

A Pier of Stones might be made upon that Ridge, which would make, to the Eastward of it, a Harbour not to be equal'd in *Great Britain*.

NAYLAND, in MILFORD HAVEN.

DESCRIPTION.

THIS is the Place where Sugars from *Ireland* are discharg'd, and pay the *English* Duty at *Pembroke*; and here Woollen Yarn from *Ireland* is Imported; *Milford* Haven being one of the open Ports allowed by Act of Parliament. At this Place there is also a Salt Refinery, which supplies the whole Country.

IMPROVEMENTS.

HERE might be made a Dock, a Mile and a Quarter in Length; and Vessels might lie at the Dock-head, in Four, Six or Eight Fathom Water.

LAURENNY, in MILFORD HAVEN.

DESCRIPTION.

HERE large Ships take in Coal and Culm, which are brought them in Barges from *Cresswell*, and they may lie here safe in three Fathom at low Water: But the Place will be inevitably spoil'd in a few Years, unless Persons in Power will take Care to prevent Vessels throwing their Ballasts out in the Channel.

Blacktar-Key, *Landshipping*, *Hook*, *Little-Milford*, *Blackbill-Key*, &c. are also Places higher up in *Milford* Haven, where small Vessels load Coal, Culm and Corn.

NATURAL.

NATURAL PRODUCTIONS of MILFORD HAVEN.

HERE is Coal and Culm in abundance, of that Kind which, from its hardness, is called *Stone-Coal*, the Small of which, is called Culm; though there are some Veins of it so free, and subject to Slake, that they produce nothing but Culm. This is of great Use in drying Malt, yielding very little Flame or Smoak, but makes a fierce red Fire.

The great Plenty of Lime-stones here, as well as Coal, gives the Inhabitants about *Milford* an opportunity of improving their Corn Ground beyond all the Neighbouring Parts: So that they Ship off, one Year with another, between Wheat, Barley, Malt, Oats, Oatmeal and Rye, above One Hundred and Sixty Thousand Bushels: And of Coal and Culm Yearly about Fifteen Thousand Chaldrons.

Milford Ale is also noted for its Fineness; they have here several Breweries, and Export considerable Quantities of it.

Here grows a Sea Plant, called *Laverbread*, of which is made Black Butter; a great Rarity.

All *Milford* Haven abounds with Oysters; of which great Quantities are carried to *Holland*, and other Places. There are also plenty of Herrings and Mackrell upon this Coast, which sometimes come up the Haven, as well as many other Kind of Fish.

On the *Porgus* Bank, which lies about Two Leagues S. W. of *St Anne's* Light-houses, they had in antient Times a great Fishery of Turbot and Codfish; and it is remarkable, that though this dangerous Bank was always known to the Fishermen of *Milford*, that it was never laid down, nor a Word mentioned of it, in any Chart or Description of this Coast, till now.

I have observed here, several Veins of Copper Ore, in the Sea Cliffs; some very rich, of the Grey and Purple Kind, some Yellow and Sulphureous, but none of them ever wrought to Perfection.

OF GRESHOLM ISLAND, SMALLS, (or *Llyw'r wennol*) HATS and BARRELS.

DESCRIPTION.

THIS Island lies about Six Leagues to the N. W. of *Milford* Haven, and is the first Land we see, in coming towards *Milford*, from the Westward; being a high round Island, and steep to.

This is a very dangerous Coast, for Vessels that fall in with the Land in the Night; the *Smalls*, *Hats* and *Barrels*, being so far out in the Channel, that you are among them, before you can see the Lights on *St Anne's* Point.

The *Smalls* lie about three Leagues W. by N. of *Gresholm* Island, and are covered at half Flood, which makes them very dangerous.

The main Rock of the *Smalls* appears, at a Distance, like the Hull of a large Ship overfet; and is about Fifty Yards long at low Water, lying S. E. and N. W; and from it to the S. E. there are Four other smaller Rocks, that appear in a Line before low Water, extending for about a Hundred Yards, and a sunken Rock Twenty Yards further; and then you are, all at once, in Thirty or Forty Fathom Water.

From the *Smalls*, pointing towards *Milford*, there is a Ledge of Rocks, that appear at low Water for a Mile together; called the *Hats* and *Barrels*.

All these are falsely laid down in all former Surveys that I have met with; and even the latest *English* Surveys and Charts, make the Isle of *Gresholm* a Cluster of small Rocks, and place the *Hats* and *Barrels* several Leagues from their true Situation.

This may be seen, by comparing any former Charts with my General Chart of this Coast; which is an actual Survey taken upon the Spot, and which may be depended upon.

These Rocks, lie just in the Trade-way, being near one third of the Channel over, between *Wales* and *Ireland*; and it is necessary that some further Care should be taken of Men's Lives and Properties in this Case, than there hath been hitherto.

IMPROVE-

IMPROVEMENTS.

A new Kind of a double Light-house might be erected on *Gresholm* Island: *If it was made a single Light, Vessels homeward bound, might mistake this for the Eddystone Light-house.* The Tower in this Case should be made twenty Yards high at least, which would cause the Light to be seen ten Leagues: Then let another ground Fire be kept near the Height of the Foot of the Tower, which may be seen five or six Leagues; the Island being high Ground. This will be a sufficient Distinction between it and any other Light-house in this Part of the World.

A Passage must be cut in the Rock, and a Conveniency to Land about Two Hundred Tuns of Coal yearly upon the Island; which, with the Attendance of an Agent and two Lightmen, will make the Expende between Four and Five Hundred Pounds a Year.

This Light-house, and a large Perch upon the main Rock of the Smalls, would be of infinite Service to the Navigation of *Great Britain* in General.

Here it may not be improper to inform the Reader, that the South Stream (commonly called the Tide of Flood) on account of the Opposition made to the Tide by these Islands and Rocks, and the great Pressure of Water from the Southward, runs here from two to three and four Hours later than high Water on Shore, according to the Distance from Shore, and the Stream from the North accordingly; which must be taken particular Notice of in calculating of Tides; or else one Tide may be mistaken for another. It will be found the same on all Headlands where there is an Opposition of Rocks and Islands, as at *Scilly*, &c. but more so where the Tide runs athwart the Promontory, as it doth here and at *Bardsey*.

The CROW ROCK. Plate XXIV.

DESCRIPTION.

THIS is a dangerous Rock lying in the Trade-way between *Bristol* Channel and *Milford*, and is cover'd at about four

Hours Flood; it is surrounded with several sunken Rocks, as the East and West Crow's Toes, &c.

IMPROVEMENTS.

A Perch upon this would be of very great Use to Navigation: For, though it doth not lie from the Shore above a Mile, yet being upon a Headland, Vessels are frequently drove upon it in Foggy Weather; and others being afraid of the same Fate, keep so far out in the Channel, that if the Wind slackens with them, they are often carried out so far, that they cannot fetch their intended Harbour.

TENBY in PEMBROKESHIRE. BRISTOL CHANNEL.
Plate XXV.

IMPROVEMENTS.

A Publick Fund is wanted here to keep up a good Perch on the Woolhouse Rock, which would make a safe Road for Men of War at *Caldey*.

NATURAL PRODUCTIONS and TRADE.

THEY ship off Yearly here, between Coal and Culm, from Seven to Eight Thousand Chaldrons. The Coast of this Bay also abounds with Iron-Stone; and at *Stackpool* Haven, near the Seat of the Right Honourable *John Campbell*, Esq; one of the Lords of the Treasury, there is such a plenty of Black Marble, inso-much that the Walls of his House at *Stackpool Court* are entirely built with it.

Of the FISHERY.

This Town was antiently noted for a Fishery they had on a Bank called *Will's-Mark* in *Bristol* Channel, from which Fishery it took its Name of *DINBYCH Y PYSGOD*; but upon their growing rich, they forgot the old Marks of their Fishing Bank, and lost the Fishery: Some Attempts have been made of late Years to find it, but to no Effect.

F

As

As the Fisheries on the Coast of *Britain* are of great Consequence to the Nation, and deserve to be taken Notice of: For the Sake of such as may think proper to bestow any Thoughts on that Head, when they are either becalmed in this Channel or happen to Sail this Way, I shall insert here a short Account of the Old Fishery, which I found in some Extracts taken out of a Manuscript wrote by one *J. Rogers*, Mayor of *Tenby*, about One Hundred and Fifty Years ago.

On *Wills-Mark* (he says) the Fishery was so great, that it was the first making the Town of *Tenby*: The Bank is a League in Length, and Half a League in Breadth, lying East and West; you have upon it from Twelve to Eighteen Fathom Water, and about it from Thirty to Thirty-two Fathom.

Bring the high Hill of *Neath* on the Point of *Portbeinion*, and *Caldey* Chapel, on the Old Windmill of *Tenby* above the North Lake, and you are on some Part of it.

He mentions also Eastern *Collbrine* Rock, or *Colbrin*; a fishing Place, lying S. E. from *Stackpool* Haven.

Towan's Rock, was a Fishery for Skarbet Fish, (*i. e.* Skate,) lying about two Miles East of the Woolhouse Rock.

Cavenbryn, a fishing Place; two Leagues off of *Caldey*.

The Fish taken on *Will's Mark*, were Mylwells or Melvells, Ling, Conger, Cod, Hakes and Breems.

TO Close this Work, it may not be Improper in this Place, to caution those who Sail in *St George's Channel*, that they should be careful to make a sufficient Allowance for Lee-way in forming their Course. It is notorious that Ten Vessels are lost upon the Coast of *Wales*, for One that is lost on the opposite Coast of *Ireland*, in the same Channel.

The Reason is this. The Wind blowing for about Nine Months in the Year, from the S.W. and W. Quarter: The strong Tide of Flood and Ebb running S.W. by S. and N.E. by N. and the Indraughts of deep Bays concurring, make a dead heavy Swell, that always falls upon that Coast of *Wales*, between *Holy-head* and *St David's-head*; so that even on Easterly Winds we feel the ill Effects of it: And it is a Remark made by Sailors here, that in Sailing with a fair Gale of Wind from the Coast of *Wales*, to the Westward, a Vessel will not make as good a Way through the Water, as when she sails thither from the Westward.

It is no Wonder then, that the Masters of Ships stranded on this Coast, and not appriz'd of this, are always astonished to find themselves upon a Lee-shore, when, by their Reckoning, they thought they were several Leagues to the Westward.

Another Caution I would give; never trust too much to your

Soundings in this Channel: You will find them for the most Part random Work; the Coast being generally steep to, and the Ground very uneven, and not unlike the dry Land adjoining.

I have taken a vast deal of Pains to discover Over-falls and Foul-ground, and to lay them down in the General Chart; yet there may be several Things in so great an Extent of Ground in that dark Element, which might escape my Notice: And one Thing I must particularly mention, that the Preciseness of some Persons in noting their Soundings on this Coast, with Shells, Gravel, Pebbles, red Sand, white Sand, &c. is not to be relied upon; for it will be found, that in the Compass of a Quarter of a Mile, if a Vessel goes at an easy Rate, the Lead may take up twenty different Kinds of Matter; in some Places there are Beds of different Kinds of Shell-fish, then a Rock, then Sand, then in a few Yards an Oyster-bed, then Slutch, &c. especially if you are near the Shore.

I have noted in the Plan of *Milford*, (*Plate XXIV.*) and in this Treatise (*Page 17.*) how the Stream of the Tide runs for several Hours later on the Coast of *Wales*, than it doth in the Channel; and I repeat it here, that it may be considered with Attention, in keeping the Account of a Vessel's Way and allowing properly for Lee-way as aforesaid.

A P P E N D I X.

SINCE I have taken Care to give all Places their proper Names in the foregoing Plans; and as most of the Names are *Cambro-British* (commonly called *Welsh* or *Gaulish*;) which is the purest and most considerable Branch now Existing of the old * *Celtic*, a renowned Mother Tongue; there may be some Difficulty in the Pronunciation thereof, to those that are Strangers to the *British* Orthography.

Therefore for the Sake of them, who, on Account of Trade or other Correspondence, or have a Curiosity to search into the Origin of Languages and Nations, would know the true Pronunciation of those Names; which is the real Test of Languages, (Letters being but Arbitrary Marks,) I have here inserted a Table of the *Cambrian* Letters, according to the present Orthography, compar'd with the Sounds in the *English* and other Neighbouring Languages.

In the *Cambrian* or *Welsh* Language, there are eight open simple Sounds or Vowels, denoted by *a, e, i, o, u, w, y, y*, but the last Character is not much used at present, the *y* being taken to express both Sounds, which the Natives can very well distinguish. The *Roman* Letter doth not fit this Language as well as the *Greek*, which seems to be its natural and original Character: But this is not a Place to discuss these Things: I shall only Remark, that no Consonant or Vowel in this old Language, ever alters its Sound, or is ever Mute, not even in Diphthongs; which is an Excellency, few other living Languages can boast of. The principal Marks that distinguish between the *Celtic* and *Teutonic* Languages, are, that the *Teutonic* and its Dialects, viz. the *English*, *Dutch*, &c. have four Sounds which no Dialect of the *Celtic* use: These Sounds are in *English* express'd by the Letters *Ch*, in *Church*; *G* and *J*, in *Judge*; *Sb*, in *Ship* and *Shiboleth*; *Z*, in *Zeal*.

The *Celtic* hath but one Sound which the *Teutonic* hath not, viz. the aspirated *L*, generally wrote *Lh*, or *ll*, as for the Gut-
tural *British* *Ch*, the *Dutch* and *Germans* have it, though the

* The *Celtae* were those great People, from whom the *Greeks* and *Romans* borrowed, not only their Philology, but also the Gods they so foolishly adored. See *Pezron's Antiquite de la Langue, & de la Nation des Celtes*.

English have almost refined it away; as the *South Wales* Dialect also have in the Beginning of Words.

The *Roman* Character so ill fitting the *Welsh*, makes it look monstrous to Strangers; because of the double Letters made use of to express single Sounds: Therefore *Ch* would have look'd much better in its old Character χ , which represented its true Sound in the *Greek*; so *a, e, i, o, u, w*, for *dd, ph, ll, rb, th, w*.

The *Cambrian* or *Welsh* Alphabet, as now used.

A	A	English, in <i>Tartar</i> .
B	B	English.
C	K	English.
Ch	Ch	German. Qu. Scottish. j. Spanish. Ch. Irish. χ Greek. \aleph Hebrew.
D	D	English.
Dd	Th	English, in <i>That, Thou</i> : never as in <i>Thick, Thumb</i> .
E	E	English, in <i>Element</i> .
F & V	V	Consonant English. Lately introduced for the Sake of <i>English</i> Readers.
Ff	F	English, in <i>Fearful</i> .
G	G	English, in <i>Gargle</i> ; never as in <i>George</i> .
H	H	English, in <i>Holy-Hock</i> .
I	I	Vowel English, in <i>Inn</i> , or <i>ee</i> in <i>Green</i> , and <i>i</i> French.
L	L	English.
Ll	L	Aspirated, peculiar to the <i>Welsh</i> ; though the Spanish <i>Ll</i> in <i>Llamar</i> and <i>Llorar</i> , is something like it: The <i>Irish</i> , <i>Cornish</i> , <i>Basque</i> , <i>Manks</i> and <i>Armoric</i> , (the other <i>Celtic</i> Dialects,) have lost it.
M	M	English.
Mh	M	English Aspirated, not unlike the <i>mh</i> in the proper Name <i>Amharf</i> .
N	N	English.
Ng	ng	English, in <i>Sing, King</i> .
Nh	Kn	English, in <i>Knight, Knave, Knee</i> .
O	O	English, in <i>Top, Not, Gargon</i> .
P	P	English.
Ph	Ff	English, in <i>Puff</i> . A Character used in Flexions of Nouns in <i>P</i> .
R	R	English.
Rh	Rh	English, in <i>Rhenish</i> . ϵ <i>Greek</i> .
S	S	English, in <i>Sassafras</i> .
T	T	English.
Th	Th	English, in <i>Thick</i> and <i>Thin</i> .
U	E	English, in <i>Drew, New, Knew</i> .
W	OO	English, in <i>Poor, Foot</i> ; and <i>W</i> English, in <i>Wallwort</i> .
Y	—	This at present stands for two Sounds; both found in the <i>English</i> Words, <i>Purses, Curses</i> ; which in <i>Welsh</i> Characters would be wrote <i>Cyrsys, Pysys</i> .

How some *English* Grammarians came to fancy they had but Five Vowels, is not easily determined. Y is without Dispute a Vowel in the Words, *Hyp, Nymph, Dynasty, &c.* and W, in the Words, *wan, with, sweat, awe,* is no more than a Vowel or simple open Sound, which ought not to be called a Consonant: So that in Fact there are in the *English* Tongue, as well as in the *Celtic*, Eight simple open Sounds, which are represented by Seven Characters, that ought to be called Vowels.

But it is a Misfortune to Strangers, that a Language esteemed one of the most beautiful in the World, should be liable to so much Irregularity and Confusion, insomuch, that every Vowel in it is applied to different Sounds, and one of them to no less than seven distinct Uses.

T H E E N D.

THERE was published at the same Time with this Treatise, a large Sheet Chart of the Coast of *Wales*, in *St George's* Channel, from *Ormes-head* near *Chester-Bar*, to the Entrance of *Bristol* Channel: Done from the same Survey with these Roads and Harbours: Which Chart being an Abstract of the Survey at Large, will be very Useful and Convenient to them that have this Book; to shew the Situations of the Harbours, &c. described here, as well as the Courses and Distances from Place to Place, and all other Requisites belonging to a Sea-Chart of that Kind.

THE Book and Chart to be had of the Booksellers in most of the Chief Sea-port Towns in *Great Britain* and *Ireland*.

